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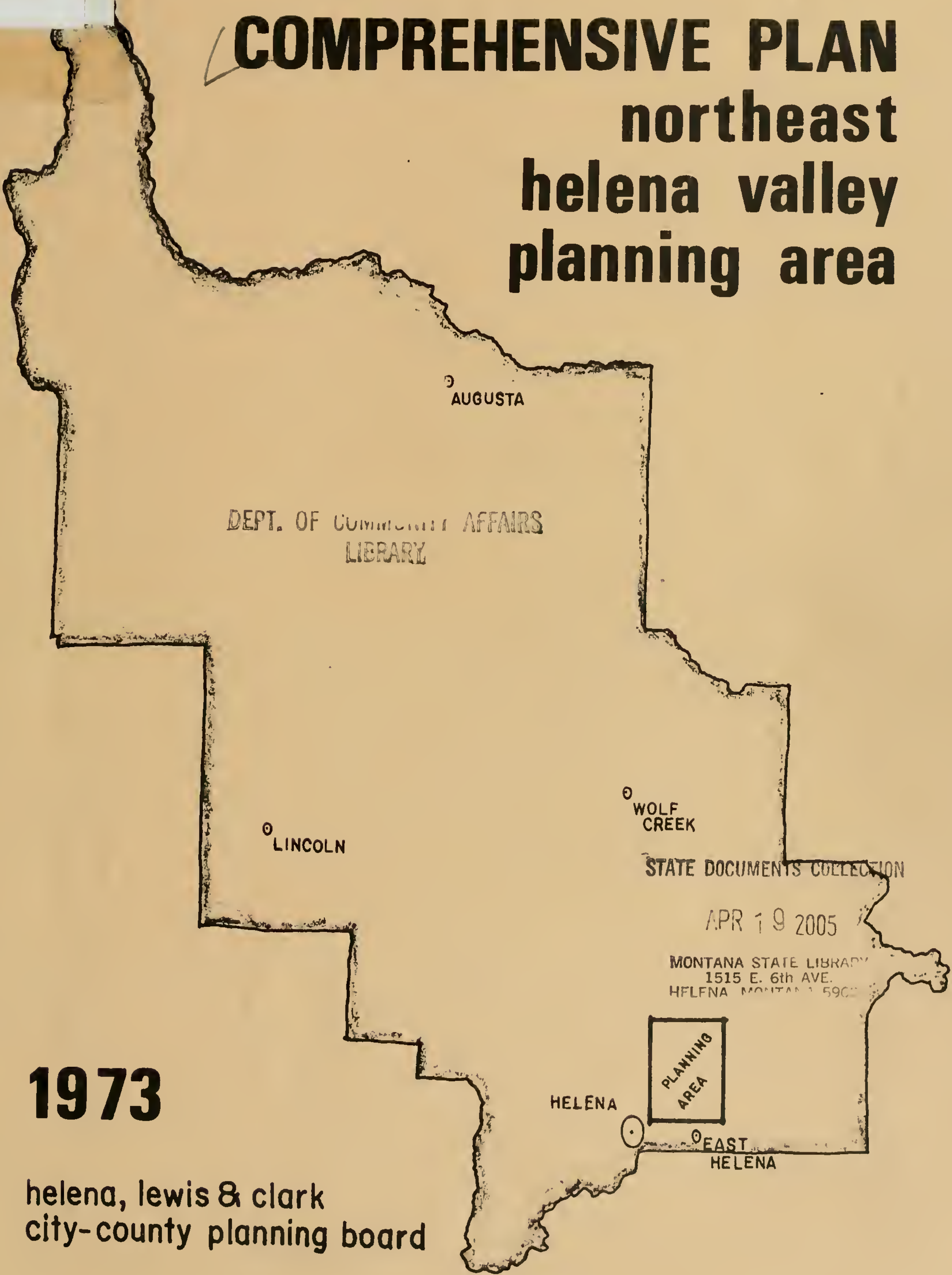
COMPREHENSIVE PLAN
northeast helena valley planning area



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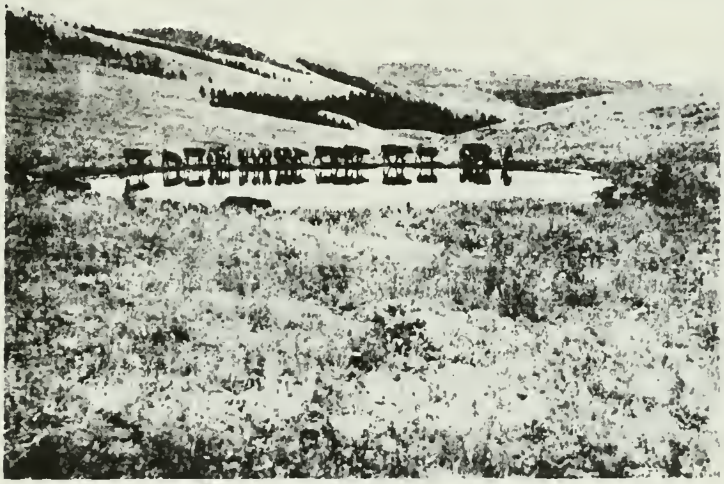
background

The people of the Helena area have been endowed with some of nature's richest gifts. Plenty of open space and elbow room, clean air and water and one of the most spectacular settings in a state famous for its natural beauty are just a few of the amenities that residents of the area enjoy. It is primarily because of such "extras" that Helena has been a good place to live, work and raise a family.

Most residents have always enjoyed these benefits while taking them very much for granted. However, it has become evident in recent years that the environment is too important to be left to chance. The natural beauty has been altered by man. Suburbanization of population, increased traffic and other signs of growth have had an effect on these "extras" that everyone expected to always be here.



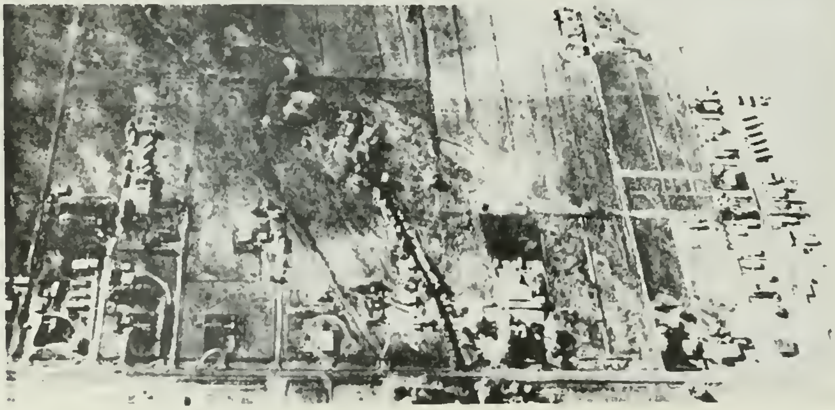
While the problems of urbanization in the Helena area are nowhere near the scale they are in the nation's larger centers, they are no less real. Unless some thought and direction is given to the growth process then, those living here will not only lose the natural amenities that make the area desirable but will also incur unnecessary expense, inefficiency and inconvenience in the future.

The fact that growth should be beneficial and not detrimental to a community has been recognized by Montana law since 1947. In that year, the legislature passed enabling legislation to encourage the formation of city-county planning boards to study the problems of growth and advise city councils and county boards on future development. The legislature's mandate to city-county boards was to promote orderly growth so that health, safety and welfare will be protected.

The Helena City-County Planning Board, established in March, 1965, was created for this purpose. The Planning Board has already prepared a Comprehensive Plan to guide future development within the city limits so that it will contribute to a more livable community. The Comprehensive Plan designates the most appropriate use of land, the location of needed community facilities, as well as the street and highway system that will most efficiently serve this arrangement.

The Comprehensive Plan for Helena was designed to promote orderly growth. It is obvious, however, that the problems of urban growth do not stop at city limit lines. If the community, as a whole, is to be a good place to live, development in the unincorporated area must be coordinated with the growth and development in Helena.

Because development in the unincorporated suburban area has not been coordinated with Helena's, many problems are evident. Residential density in some sections is higher than it is in the city although there is no shortage of land. Despite this density there have been no provisions made for utility service or land set aside for recreational or other public purposes. Access to much of this suburbanizing area is poor, and there is the beginning of strip commercial development on those areterials which do run any distance. In many parts of the unincorporated area there is an intermixture of land use that detracts from the efficiency and value of the individual uses.



The elected officials of the city and county and the City-County Planning Board have recognized that such problems exist and that sound development of the unincorporated area is vital to the entire Helena area. It is for those reasons that the City-County Planning Board has prepared a plan to guide future physical development in the jurisdictional area. This is the area within four and a half miles of the Helena city limits, and within which the legislature has enabled Planning Boards to make such plans for orderly growth.

The plan for the jurisdictional area is presented in this report. Its aim is to show the most desirable and efficient arrangement of land uses, arterial streets and community facilities. The plan is based on the existing developmental pattern and has attempted to coordinate this existing pattern with future plans within the city. The plan then is based on physical rather than political considerations.

planning goals and objectives helena jurisdictional area

GOALS:

1. Agriculture is a basic industry in Montana and an important factor in the local economy. Prime irrigable agricultural land in the Helena Valley that is presently not split into uneconomic farming units by scattered urban development should be retained in agricultural use and protected from the encroachment of urban development.

2. Urban residential growth in an easily serviced and efficient form should be encouraged. Residential growth should be directed toward existing concentrations of residential development where public utilities and other community facilities can be provided. While the low density character of suburban development should be preserved, a distinct break between urban and rural uses should be encouraged.

3. Recreation can be expected to assume an increasing role in the area's economy in the future. Demand for recreation facilities will be generated both by a growing local population and by ever increasing numbers of tourists passing through the Helena area. Adequate recreation areas should be designated, acquired and developed to meet this demand.

4. The expected increase in recreation demand requires that the county assume a more active role in providing recreation facilities for its citizens, including those living in its incorporated areas. Waterfront sites and natural areas, in particular, should be considered within the areas of county responsibility and reserved for public use. Because of present legal limitations, it is recommended that the city and county reach a formal, contractual agreement and commitment to provide and share both city and county parks and open spaces.

STANDARDS:

Residential Standards

Areas with steep slopes, poor drainage or high water table or which are subject to flooding should be considered as marginal land unsuited for residential development.

Residential densities, or dwelling units per acre, should vary with the type of development and availability of public utilities and services. Areas beyond the service area of public water or sewer should be limited to low density development.

Residential development should be encouraged within defined neighborhoods. These should be bounded, but not penetrated, by arterials or other major thoroughfares. Within the neighborhood the street system should follow the natural contour of the ground to insure proper surface drainage and to provide homesites of lasting value.

School Standards

School sites should be located in relation to both existing and expected pupil population and distribution.

Elementary schools in urbanizing areas should be considered as social and cultural as well as educational centers for the neighborhood. They should serve an eventual population of 3,000 to 6,000 persons and be so located so that in a full neighborhood development no child will be required to cross heavily travelled streets or walk more than three quarters of a mile to school.

Elementary school sites in urbanizing areas should be on ground with slopes not greater than five percent in order to provide for the necessary playground and other outside activities. Sites should not be less than ten acres in size. School buildings should provide a maximum of 25 rooms, and the number of pupils per classroom should not exceed the state standard, which varies by grade from 26 to 30.

High schools should be located to serve several residential neighborhoods and should be easily accessible via major arterials or other thoroughfares. High schools should be planned for a maximum enrollment of 1,600 students and an average of 25 students per classroom.

Recreation Standards

Recreation areas intended for intensive use in the unincorporated planning area should be centrally located relative to the neighborhood they are intended to serve, preferably in conjunction with elementary schools. The standards for these urban-type recreation areas should duplicate the Helena city standards.

Community parks and such special recreation areas as water oriented sites, streamside preserves, natural areas and camp sites should be the county's major area of concern. Minimum site standards vary with each use. The overall standard for county provided facilities is twenty acres per 1,000 persons. All such areas should be conveniently located to the county's population units, be accessible via major arterials, provide parking and sanitary facilities and be adequately buffered from adjoining uses.

Commercial Standards

The amount of land allocated for commercial use should be in scale with present demand and future need. The general standard for neighborhood commercial facilities is one acre per 600 people. To this must be added the land for highway oriented or other commercial types.

Commercial uses should be concentrated in well defined and limited areas, well buffered from adjoining uses. The indiscriminate commercial development along arterial routes should be discouraged and, instead, commercial uses should locate at strategic arterial intersections.

Neighborhood business should be encouraged to locate in planned shopping centers designed to serve a population of 3,000 to 6,000 persons. Site size should range between five and ten acres, including off-street parking, landscaping and buffering. Such centers should be located no closer than one mile and a half apart.

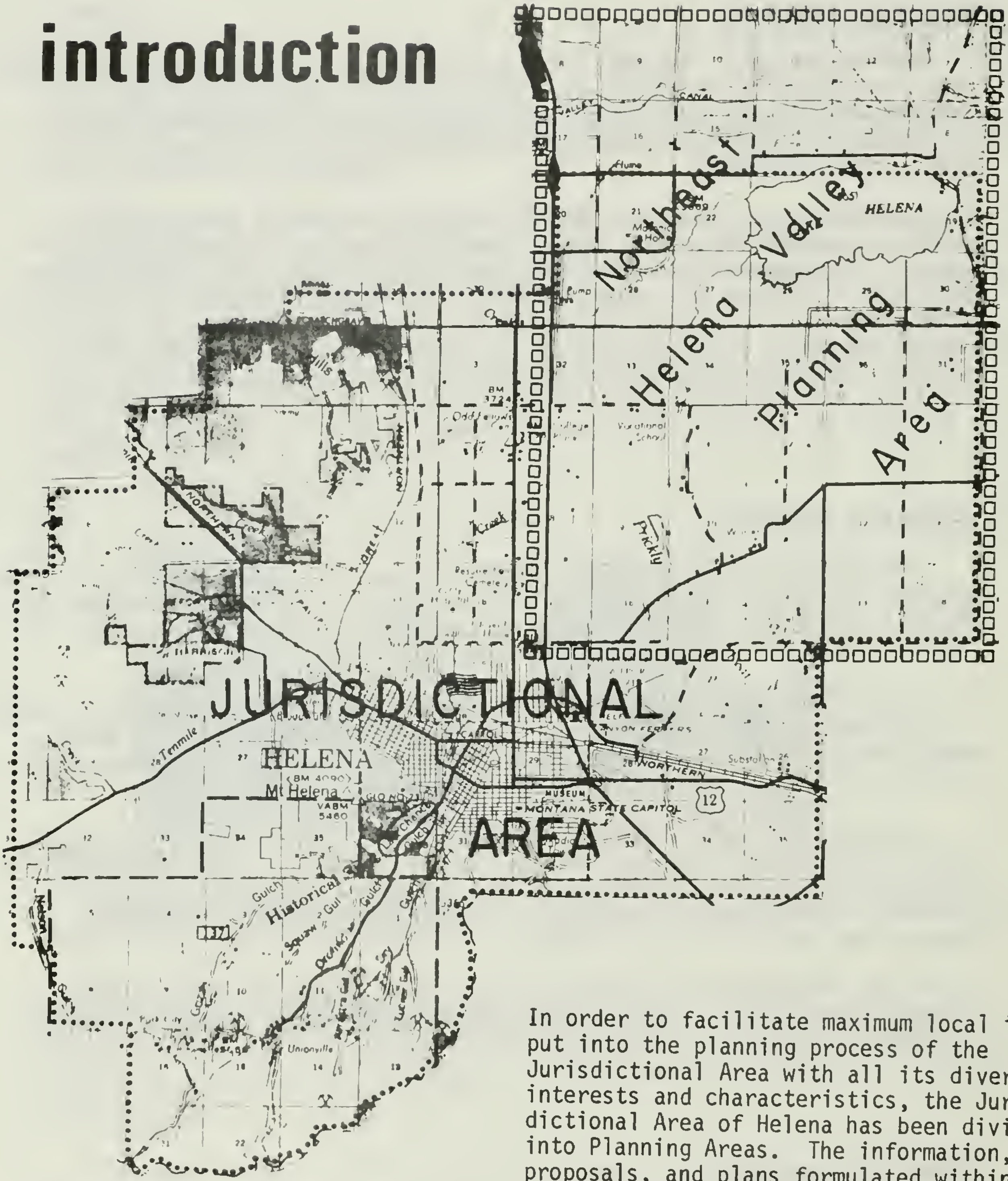
Sites for highway oriented business, particularly on roads leading to freeway interchanges, should provide for frontage roads, adequate setbacks and buffer strips.

Industrial Standards

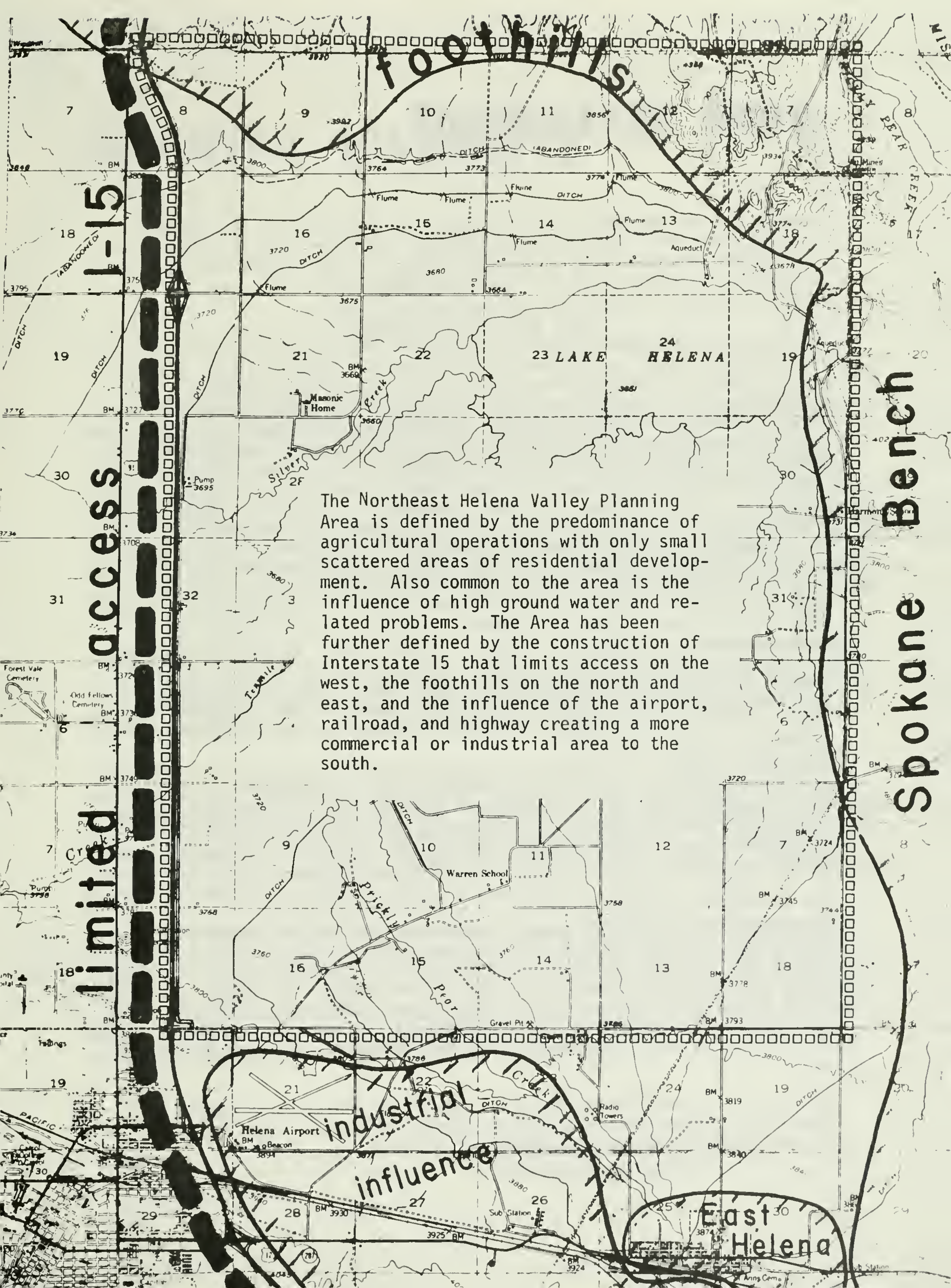
Large, level sites, convenient to major highways and railroads are required for industrial use. These should be located where they can be economically served by major sewer, water and electrical lines.

Planned industrial areas, or industrial parks, featuring architectural unity, common off-street parking, landscaping and open space should be encouraged where practicable.

introduction



In order to facilitate maximum local input into the planning process of the Jurisdictional Area with all its diverse interests and characteristics, the Jurisdictional Area of Helena has been divided into Planning Areas. The information, proposals, and plans formulated within each Planning Area are a part of and supplemental to the total Jurisdictional Area and its Comprehensive Plan. Each Planning Area is a definable geographic area of similar characteristics and interests.



The Northeast Helena Valley Planning Area is defined by the predominance of agricultural operations with only small scattered areas of residential development. Also common to the area is the influence of high ground water and related problems. The Area has been further defined by the construction of Interstate 15 that limits access on the west, the foothills on the north and east, and the influence of the airport, railroad, and highway creating a more commercial or industrial area to the south.

goal statement

The major land use and economic base of the Planning Area is commercial agriculture. The prime agricultural lands then should be retained and protected from urban development. Urban growth should be encouraged in forms (such as linear development close to existing roads) to minimize the effect on agricultural lands.

Residential development should be regulated with consideration for the economic impact on community facilities, especially schools and roads. Means of compensation to minimize additional tax burdens should be factors to be considered in future developments. Residential development should be of a low density unless community water and sewer systems can be provided. Construction techniques should be regulated to provide safe buildings, stable developments, and healthy neighborhoods.

Information should be available to inform prospective developers and residents of regulations and factors effecting developments within the Planning Areas. This should include the responsibilities in regard to the use and payment of water within the Helena Valley Irrigation District, existing and proposed covenants, and any existing and proposed ordinances i.e. subdivision, zoning, animal control, garbage collection.

Due to the frequency of temperature inversions in the Helena Valley and the abundance of land designated for industrial uses in other areas of the Jurisdictional Area, heavy industry is not encouraged within this Planning Area.

The transportation network should improve access from the Planning Area to other parts of the valley and provide good internal flow within the Planning Area. This will encourage healthy development by giving form to the development as well as provide safe and efficient movement of traffic for the welfare of the public.

The environmental quality of the area should be protected, and improved where degradation has occurred, to provide a high quality of life for the residents of the Planning Area. Several areas within the Planning Area are of concern for environmental protection; these include: the bird refuge on Lake Helena, the shrub brush along the streams as a habitat for game birds and as flood control, and the quality of air and water of the area as it might be effected by commercial agriculture and increased urban development.

Methods of implementation should be enacted to provide development that will realize the aforementioned goals and stimulate well-planned development and a healthy environment.

resource inventory

CLIMATE OF THE HELENA VALLEY

Located just east of the Continental Divide, the Helena Valley has a climate best described as modified continental. Several factors which modify the continental climate characteristics are invasion by Pacific Ocean airmasses, drainage of cool air into the valley from surrounding mountains, and the protecting mountain shield in all directions which makes temperature changes somewhat smaller than those experienced over the Montana plains. The mountains to the north and east deflect some of the shallow masses of invading cold arctic air to the east. Following cold periods, cold air may remain trapped in the Helena Valley for several days after much of Eastern Montana has warmed. Strong temperature inversions are present in the valley during these periods and during extreme cold spells.

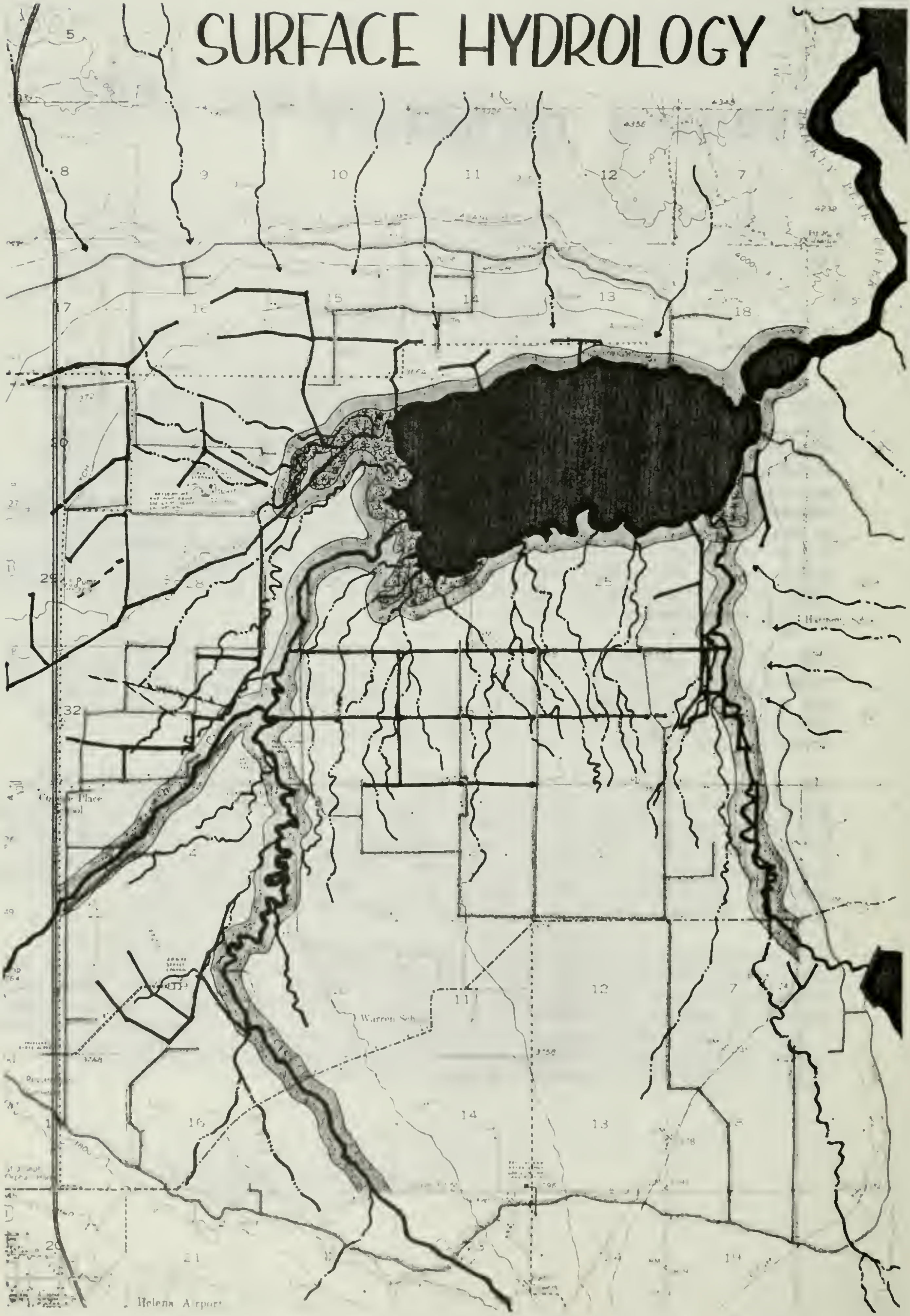
Precipitation averages 10.85 inches a year at the Helena Airport with the city receiving slightly more precipitation, and the northern and eastern sections of the valley slightly less. June is the wettest month averaging 2.23 inches. In the last 30 years, 1935 was the driest year with 6.28 inches of precipitation occurring and 1938 was the wettest with 16.09 inches.

Temperatures are more mild in the winter and cooler in the summer than those experienced over the Montana plains; however, several short periods of below zero temperatures occur each winter. Temperatures fall below zero on an average of 21 days a year. Average maximum temperature in January is 29 degrees and the average minimum is 8 degrees. The lowest recorded temperature is -42 degrees. Snowfall averages 49 inches annually with December and January being the snowiest months. Snowfall during each of these two months averages 9 inches.

Mild days and cool nights with occasional thunderstorms are characteristic of summer with the average daily July maximum temperature being 84 degrees and the average minimum 52 degrees. Oppressively hot weather is rare as the temperature reaches 90 degrees an average of 20 times a year and 100 degrees less than once a year. The highest recorded temperature is 105 degrees. The length of growing season averages about 134 days between the last occurrence of 32 degrees in spring and the first recorded 32 degrees in the fall.

Grayson V. Cordell, Jr.
State Climatologist

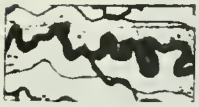
SURFACE HYDROLOGY



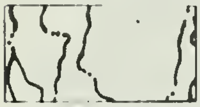
surface hydrology

The presence of surface water and the drainage pattern of the area influences development through the potential of flooding and pollution. Surface water provides for irrigation, stock, recreation, and wildlife habitat. Maintenance of the quality of the water is important if the future residents hope to continue to benefit by its use.

■ Surface water (lakes).



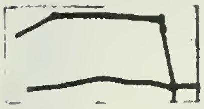
Streams (with 500' influence area).



Intermittent streams.

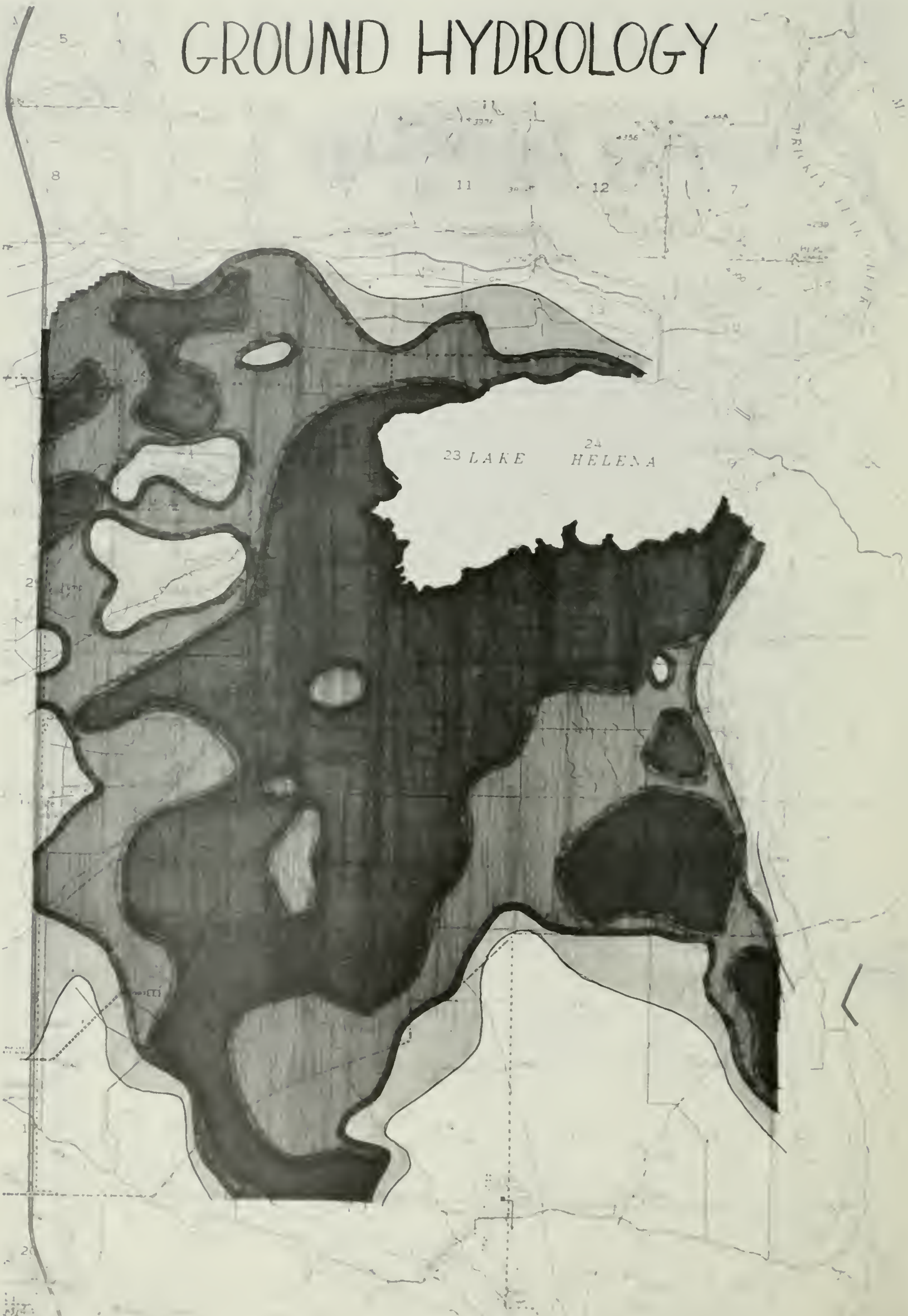
Marsh (with 500' influence area).

Canals.



Drains.

GROUND HYDROLOGY

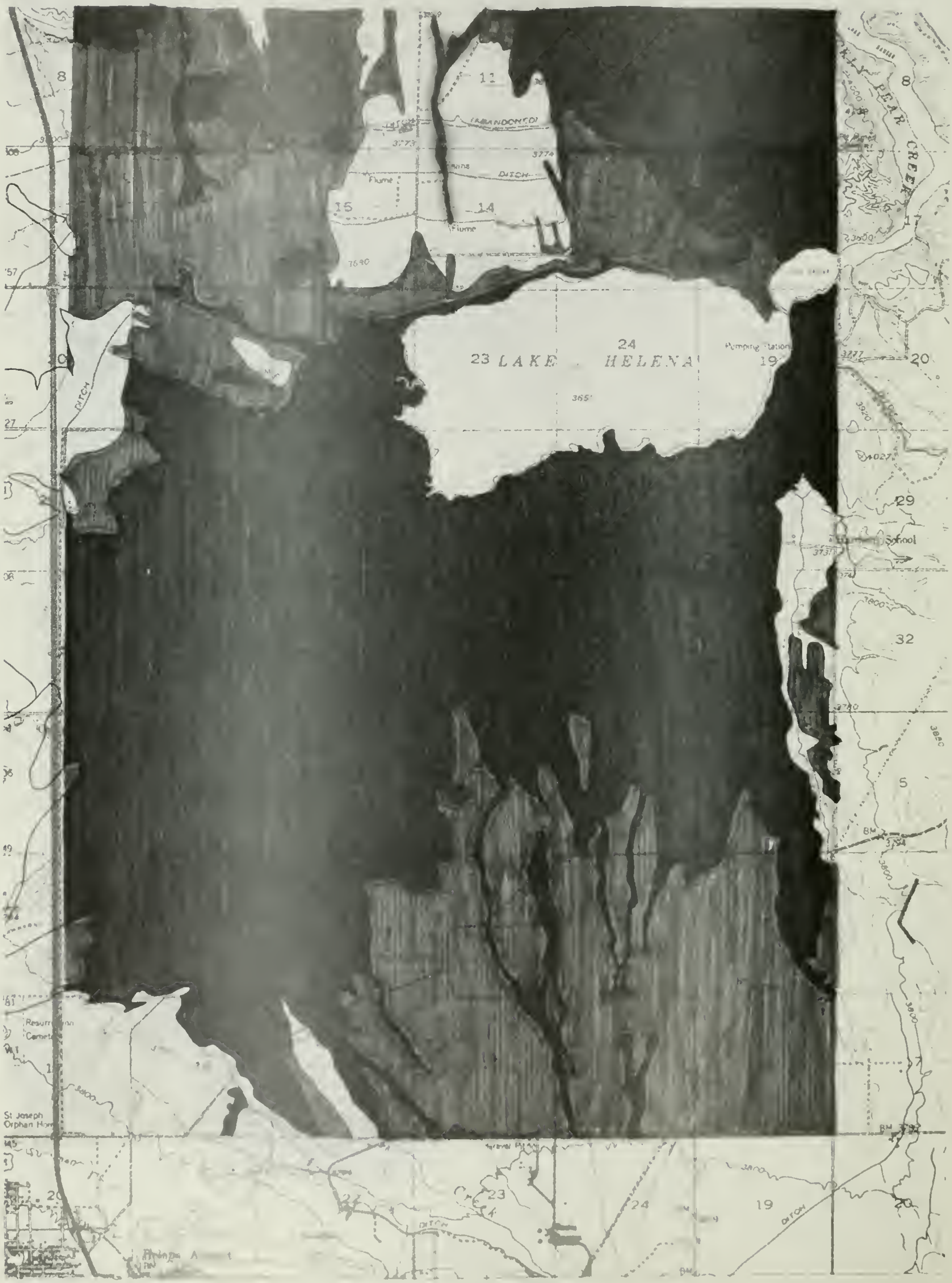


ground hydrology

Groundwater is the major source for water of most rural and suburban development. The maintenance of its quality and quantity is important to a healthy community. Adequate depth to the groundwater is a major factor in the efficient operation of individual sewer systems, such as septic tanks and drainfields, to maintain the quality of the groundwater. Also, depth to the groundwater influences the suitability for buildings, roads, and underground utilities.

■	0' to 3' to groundwater.
▩	3' to 6' to groundwater.
▨	6' to 10' to groundwater.
□	Over 10' to groundwater.

SOILS: DRAIN FIELDS



soil-drainfields

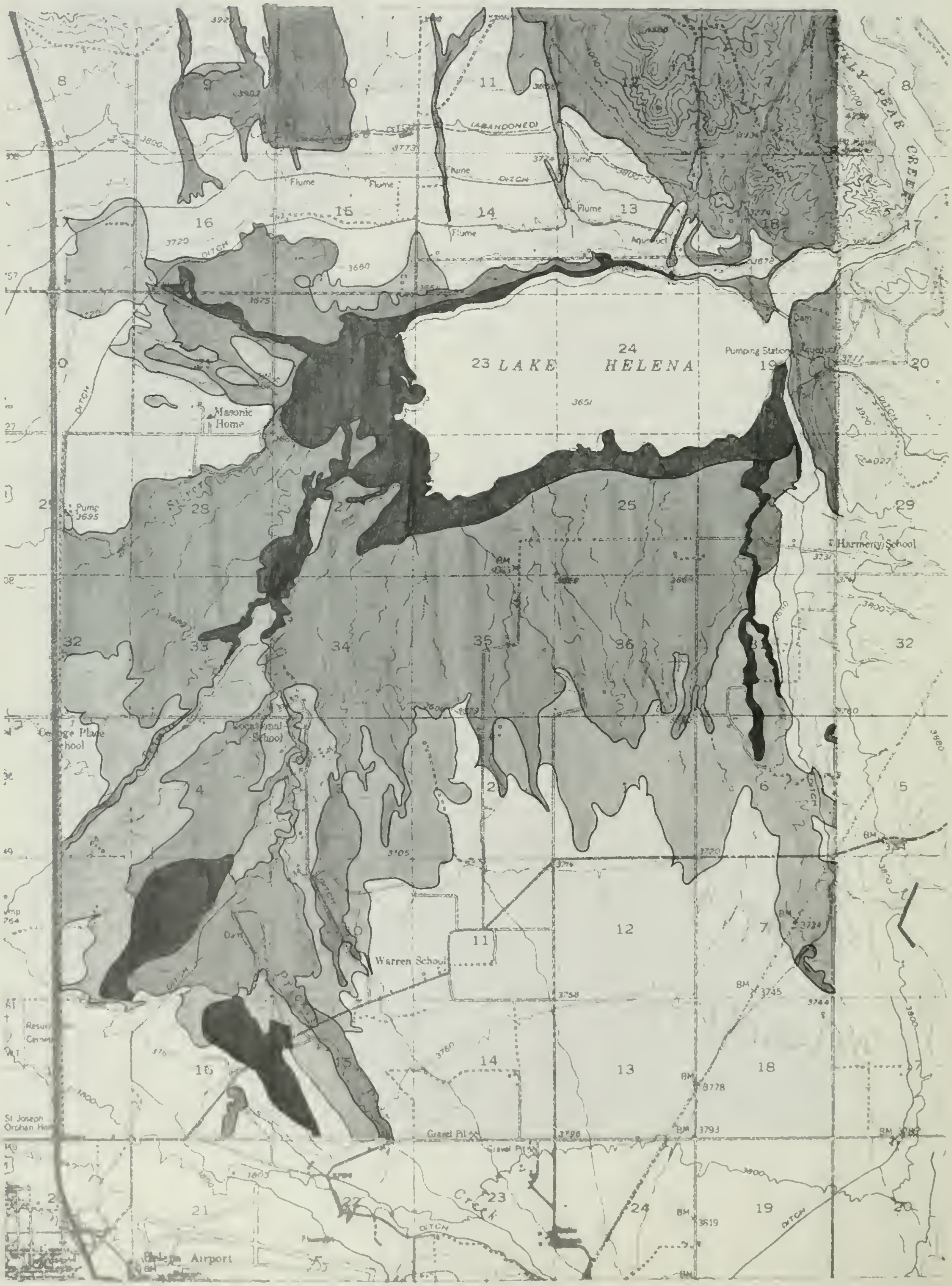
Successful operation of the system depends of the ability of the soil to absorb and filter the liquid or effluent passed through the tile field. Filter fields are influenced by the ease of downward movement of effluent through the soil. Soils with slow permeability are rated severe. Other soil properties that effect septic tank filter fields are flooding hazard, seasonal high water table and topography. Soils that have sand and gravel below three feet present a definite hazard for ground water contamination. In such cases special onsite investigations are needed.

■ Severe limitations.

▨ Moderate limitations.

□ Slight limitations.

SOILS: BUILDINGS

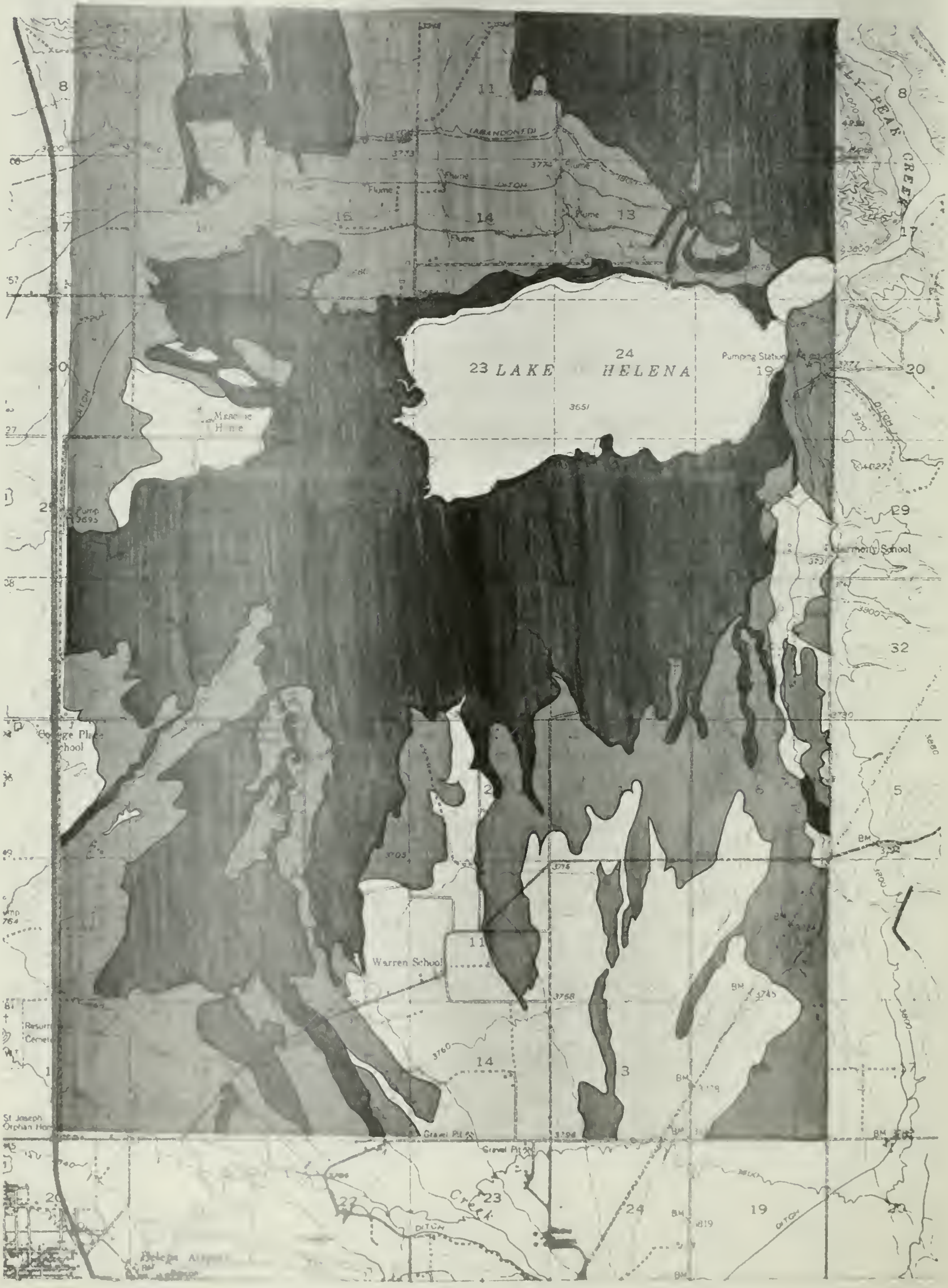


soil-building sites

Interpretations indicate limitations for construction and maintenance of home and small buildings less than three stories high. They are affected by soil characteristics such as frost heave potential, shrink-swell, slope, depth to bedrock, sand or gravel, texture, salinity and alkalinity, consolidation and flood hazard.

■	Severe limitations for buildings with or without basements.
▨	Moderate limitations for buildings without basement and severe for buildings with basements.
▤	Slight limitations for buildings without basements and moderate limitations for buildings with basements.
□	Slight limitations for buildings with or without basements.

SOILS: ROADS



LAKE HELENA
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3651
Pumping Station
Masonic Home
Pump
3695
College Place School
Harmony School
Warren School
St Joseph Orphan Home
Resurrection Cemetery
DITCH
(ABANDONED)
Flume
SPRING CREEK
Gravel Pit
Creek
BM
Helena Airport

soil-roads

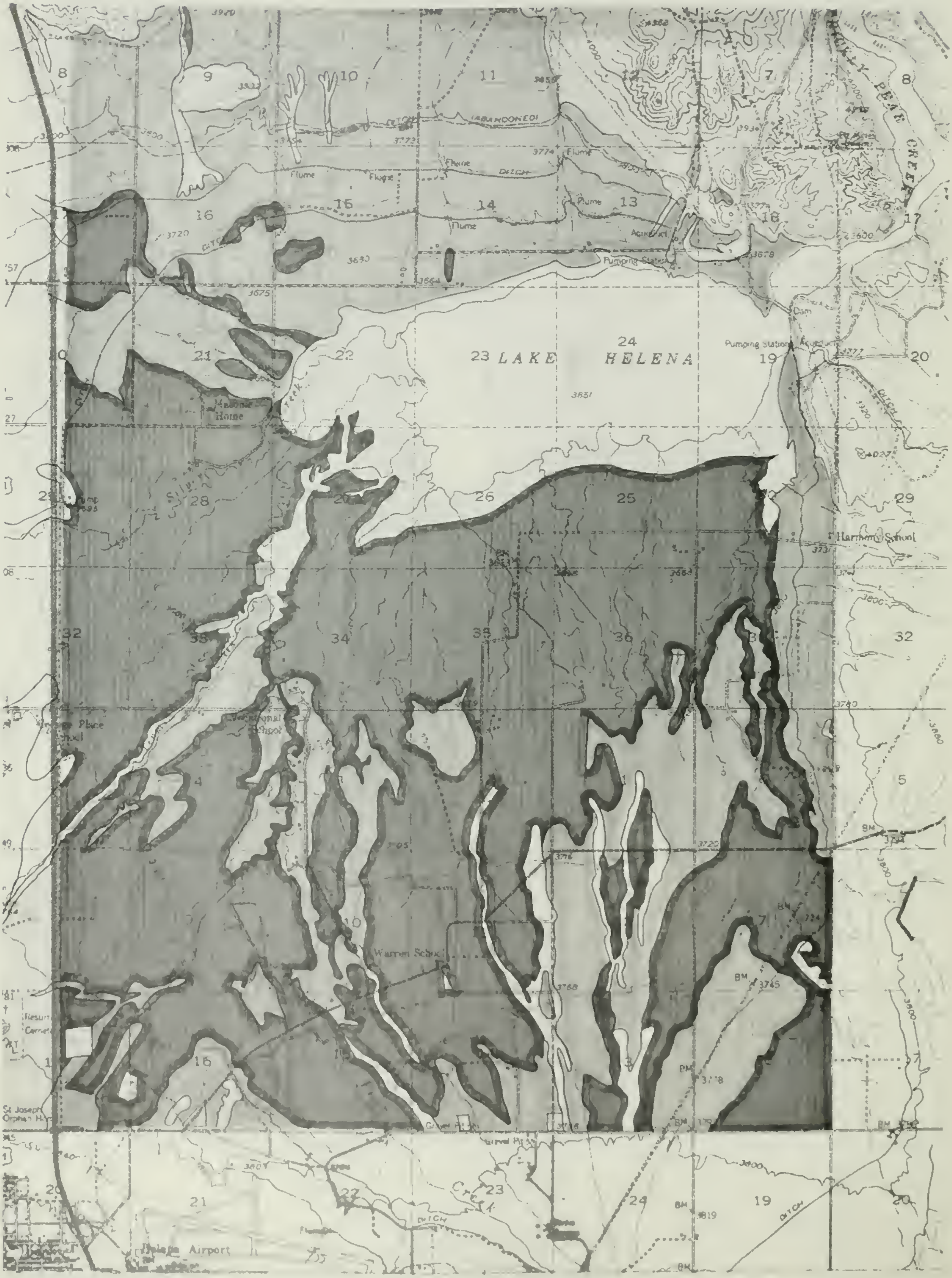
Road and parking location is based on those features that affect performance for the location of highways, streets and parking areas. The main factors considered are depth to water table, flooding hazard, susceptibility to frost heave, shring-swell potential, compressibility and consolidation characteristics, and topography.

▨ Severe limitations.

▨ Slight limitations.

Moderate limitations.

SOILS: CROPPING

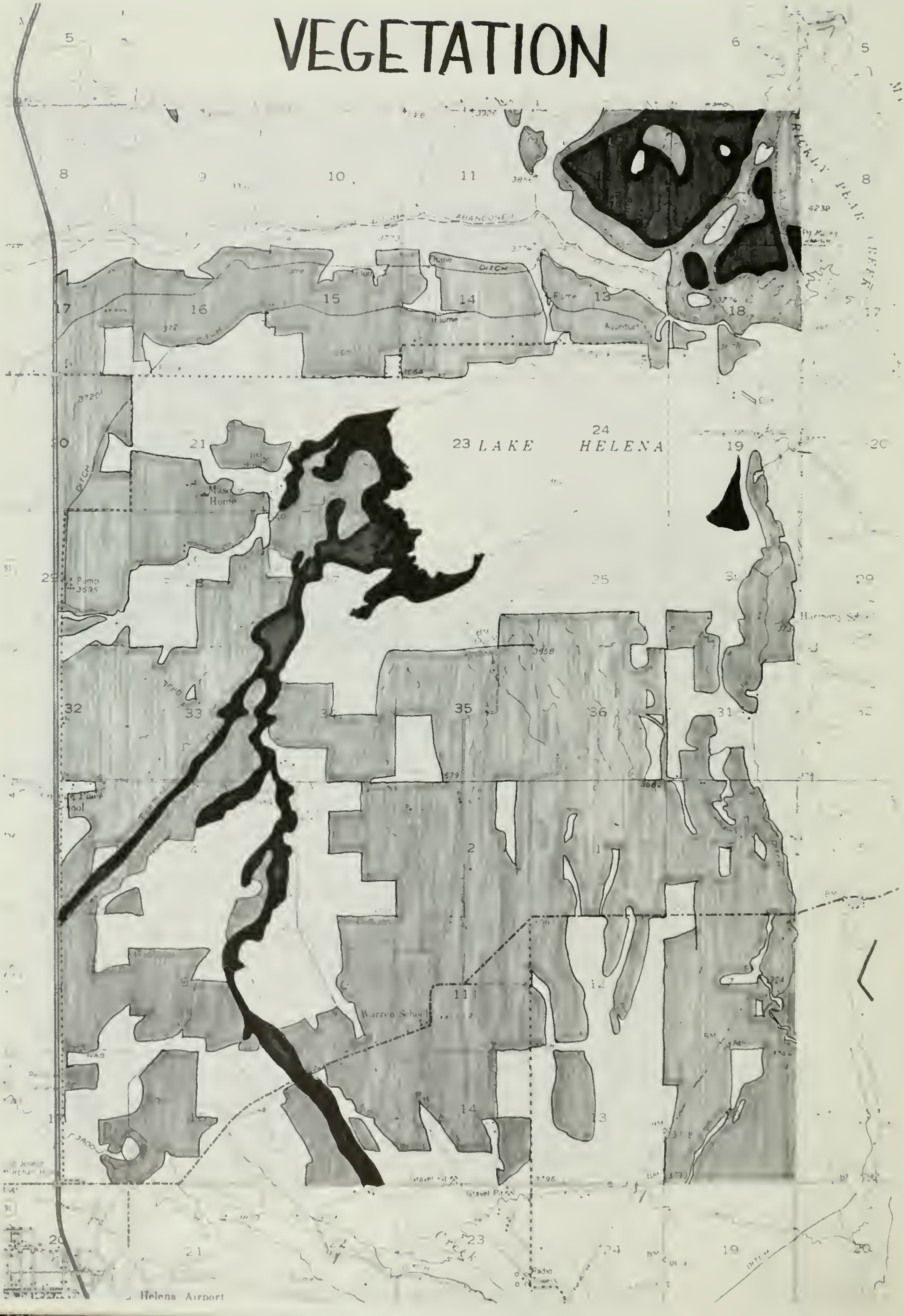


soil-cropping

Cropping is based on the capability of the soils, when properly managed, to sustain cropping without risks of serious soil damage. It is affected by many factors such as soil texture, permeability, salinity and alkalinity available moisture capacity, flooding or ponding hazard, slopes, erosion hazard, precipitation and length of growing season. Soils that are naturally wet but which can be or have been improved by supplemental drainage are rated according to their continuing limitations after drainage improvements have been installed.

▓	Class I and II (slight limitations).
▒	Class III and IV (moderate limitations).
□	Class V or over (severe limitations).

VEGETATION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Harmony School
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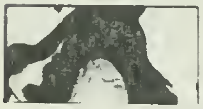
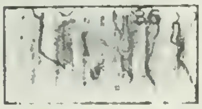
vegetation

Different types of vegetation habitat will have different effects on or by development. The more complex the vegetative community, the more stable the area is environmentally. The intrusion of development into complex vegetative communities tends to disrupt the stability of the area by simplifying the community through removal of parts of the vegetation and leads to degradation of the environment.

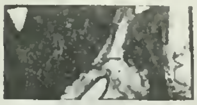


Marsh.

Water related brush and trees.



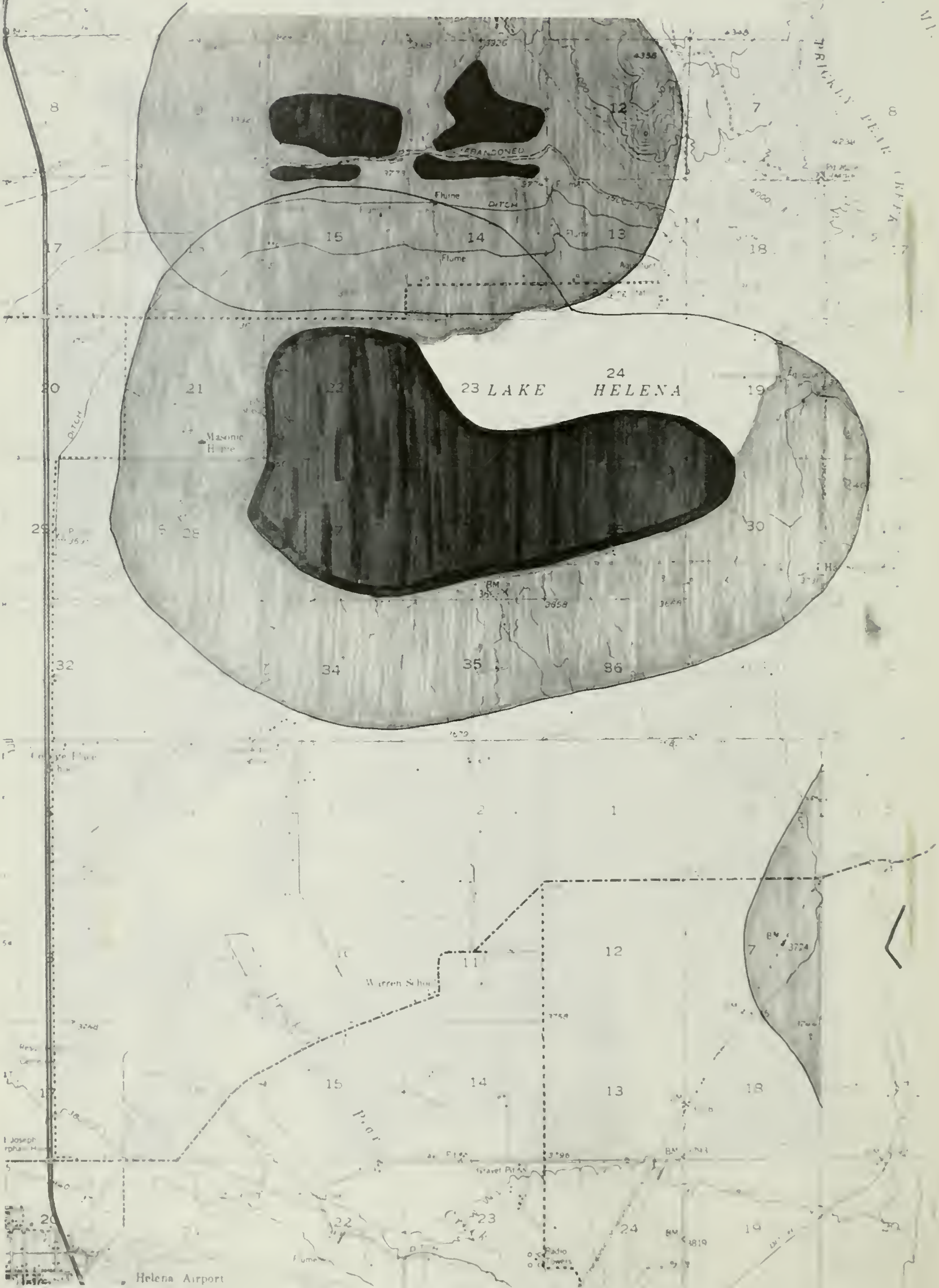
Cultivated land.



Mountain timber (dark), scattered timber (light).

Grassland.

WILDLIFE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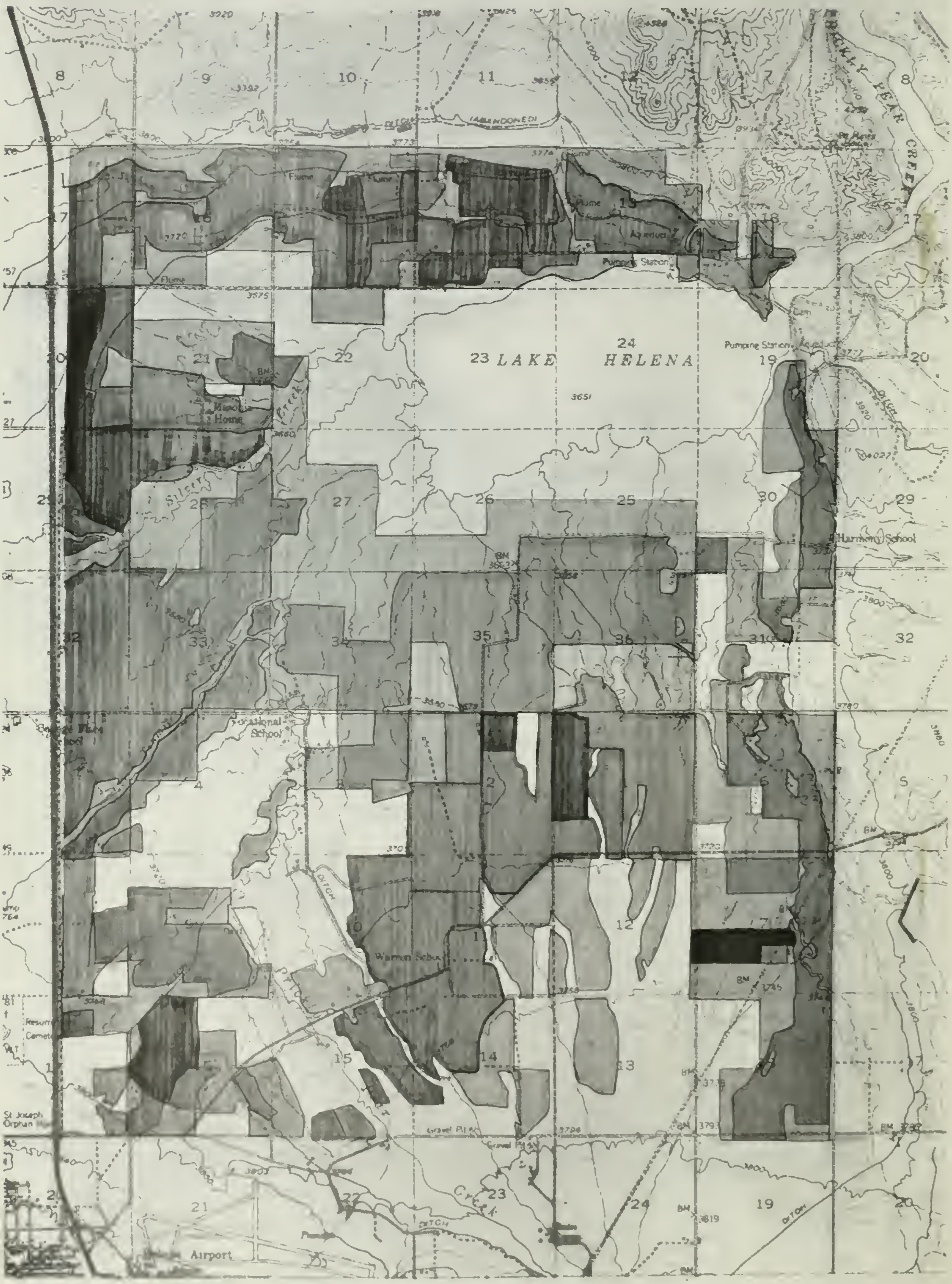
wildlife

The presence of viable habitat for wildlife makes the area important as to the environmental quality and recreation potential of the area. The more complex and varied the habitat, the more stability in the ecological system. Maintenance of a quality environment for wildlife will preserve it for the enjoyment and benefit of future generations.

■	Important wildlife habitat areas. These include a varied habitat for birds and animals along Lake Helena and the regulating reservoir and the prairie dog towns north of the lake.
▨	Habitat influence zones. These areas are felt that if intruded into by urban development could cause degradation of the habitat areas.

IRRIGATED LANDS

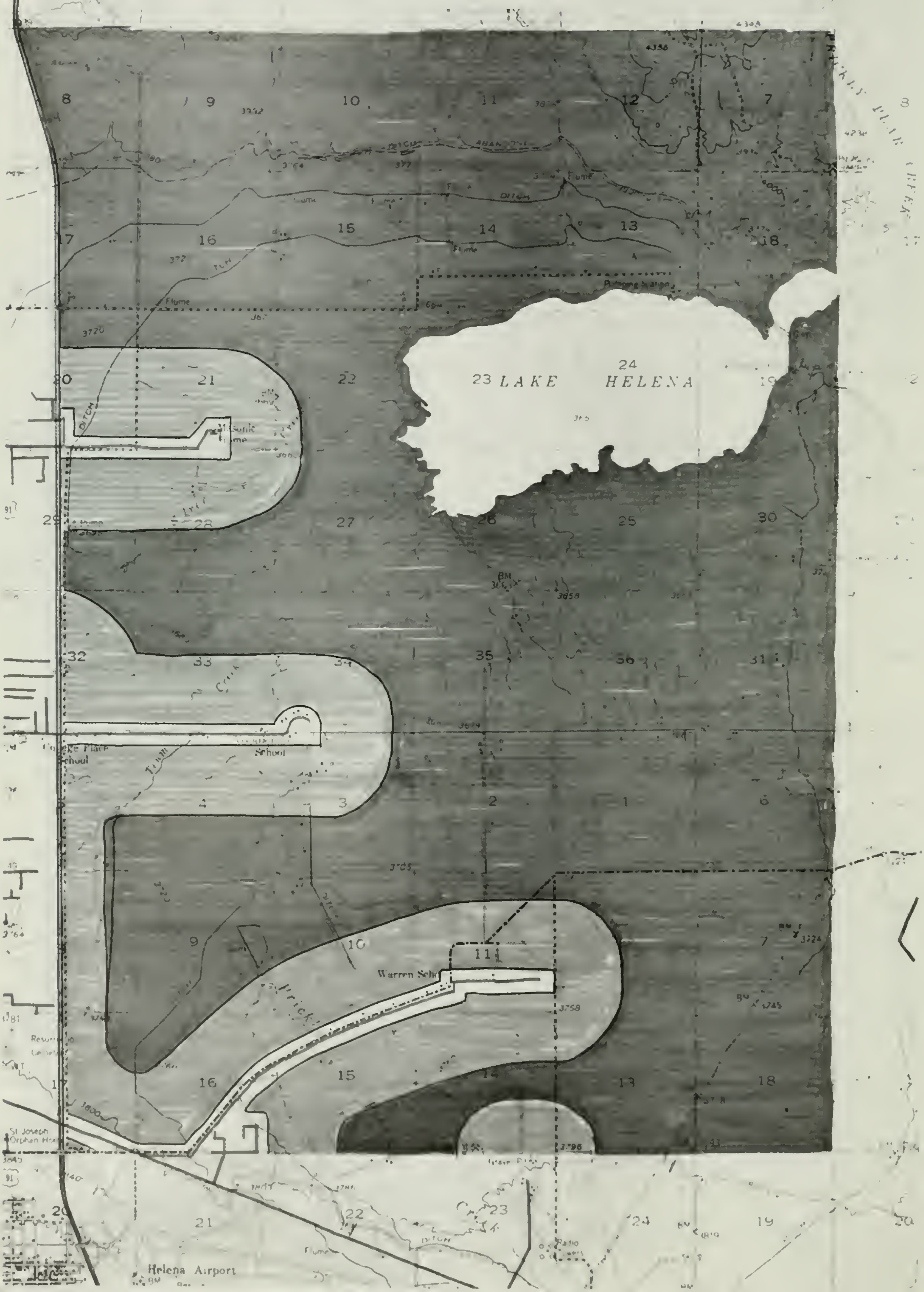


irrigated lands

Irrigation systems involve capital investment in the land to improve its value as agricultural land. The Bureau of Reclamations Irrigation District involves the investment of public capital. The use of this land for urban development nullifies the investment of public or private monies. Also, development on the irrigated lands diminishes the agricultural productivity of the area and reduces the agricultural economic base of the community.

■	I, I2, I3 irrigation classes within Helena Valley Irrigation District
▩	I1, I2, I3 irrigation classes outside of the Irrigation District.
▥	I4, I5, I6 irrigation classes within the Irrigation District.
▨	I4, I5, I6 irrigation classes outside of the Irrigation District.
▭	Non-irrigated lands within the Irrigation District.
□	Non-irrigated lands outside of Helena Valley Irrigation District.

NATURAL GAS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Flume
Ditch
College Place School
School
Warren School
Prickly Pear Creek
Resurrection Cemetery
St Joseph Orphan Home
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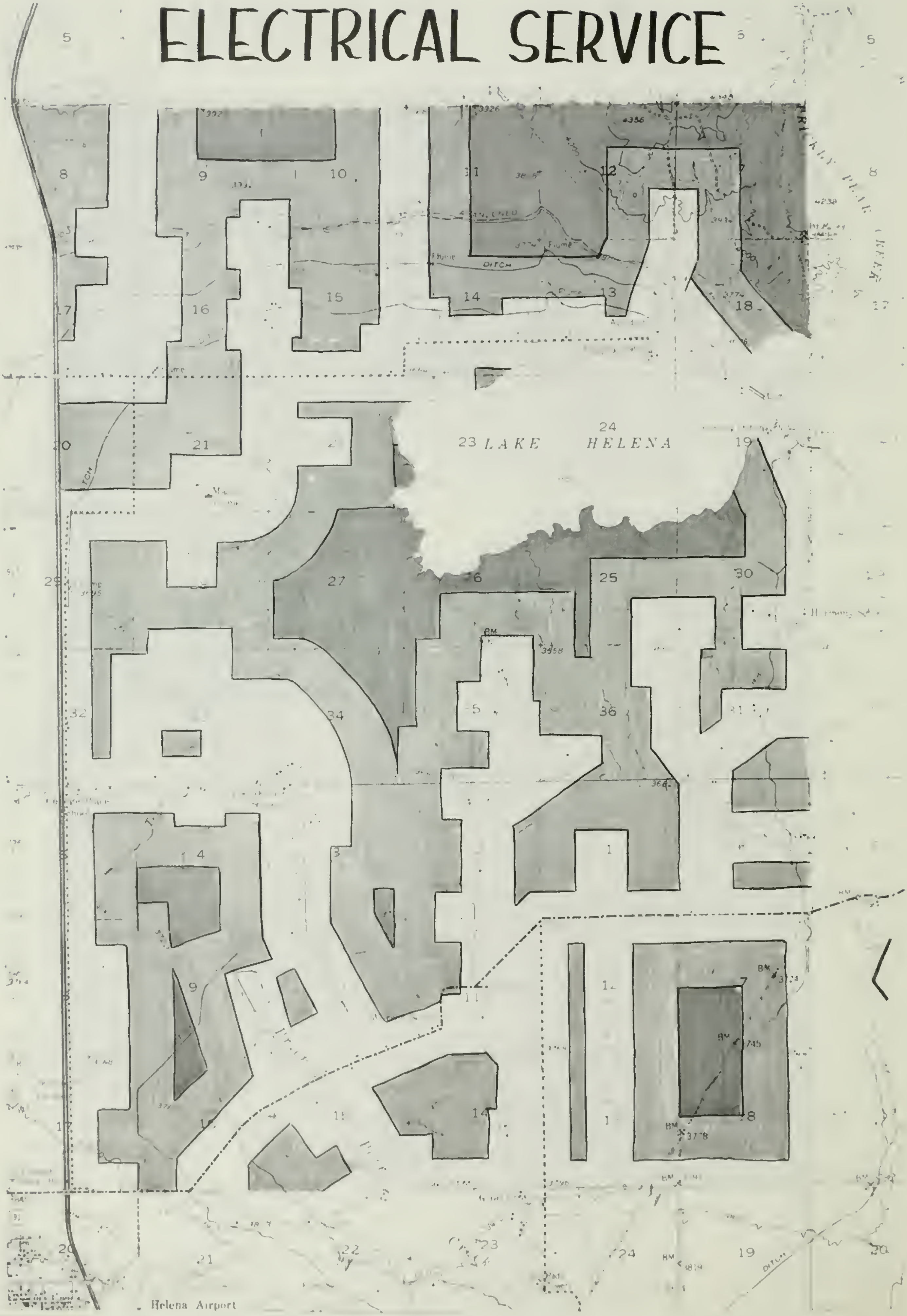
natural gas service

Costs of expansion and availability of new natural gas sources have become major decisive elements in the pattern of development of facilities which need natural gas. Therefore, the present distribution pattern of natural gas is a major factor influencing development.

□	Areas where the first 1/10 mile can be installed with no extra installation charge.
░	Areas from 1/10 to 1/2 mile from existing gas lines.
▓	Areas over 1/2 mile from existing lines.

ELECTRICAL SERVICE

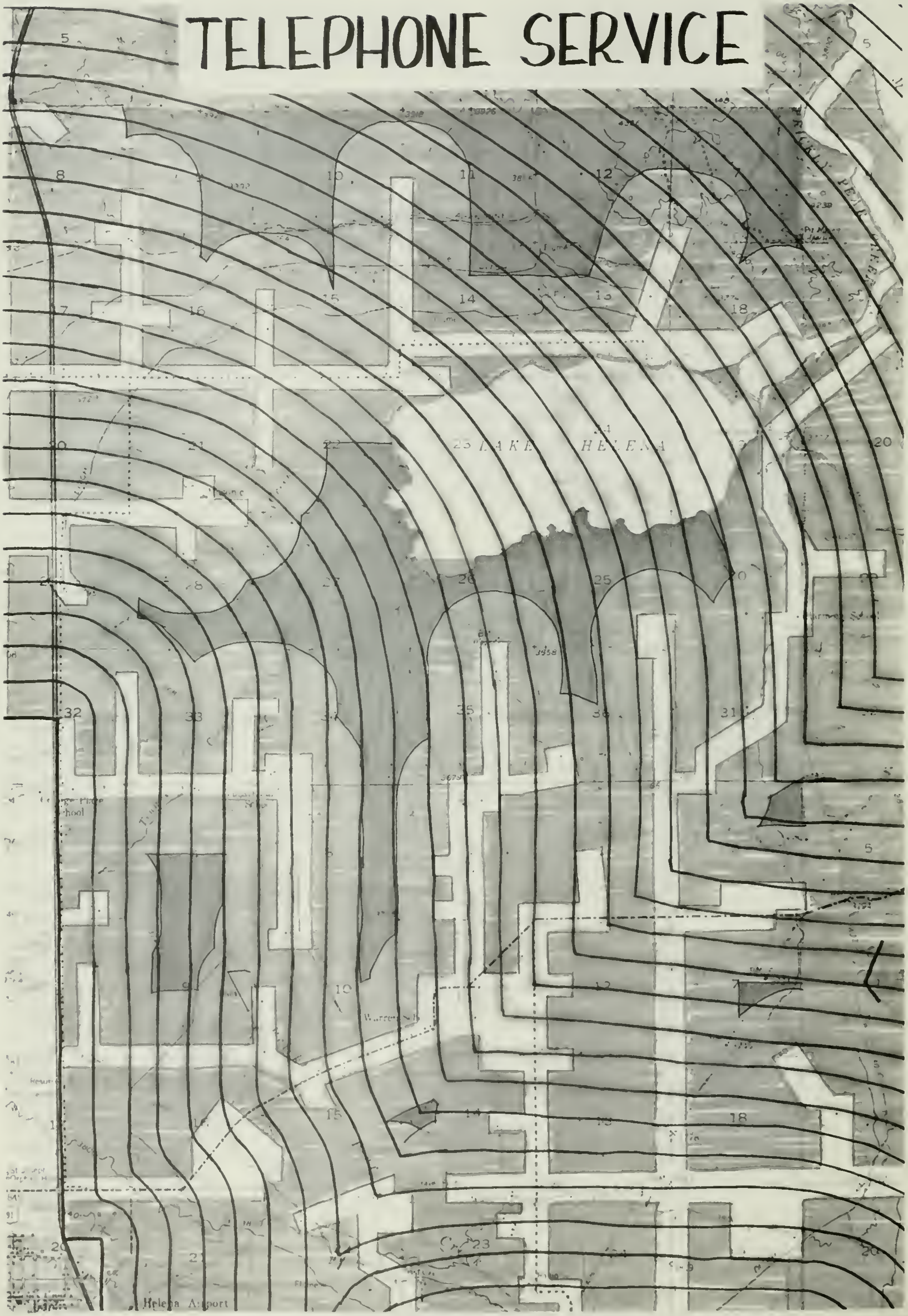


electrical service

The availability and cost of electrical service can influence the suitability of land for development. The present distribution system becomes a factor in development as well as the feasibility of expanding the system with factors of topography, soils, vegetation, and energy availability influencing the decision.

☐	Areas where the first 1000' of line is installed with no extra installation fee.
▨	Areas from 1000' to 1/2 mile from existing lines.
■	Areas over 1/2 mile from existing lines.

TELEPHONE SERVICE



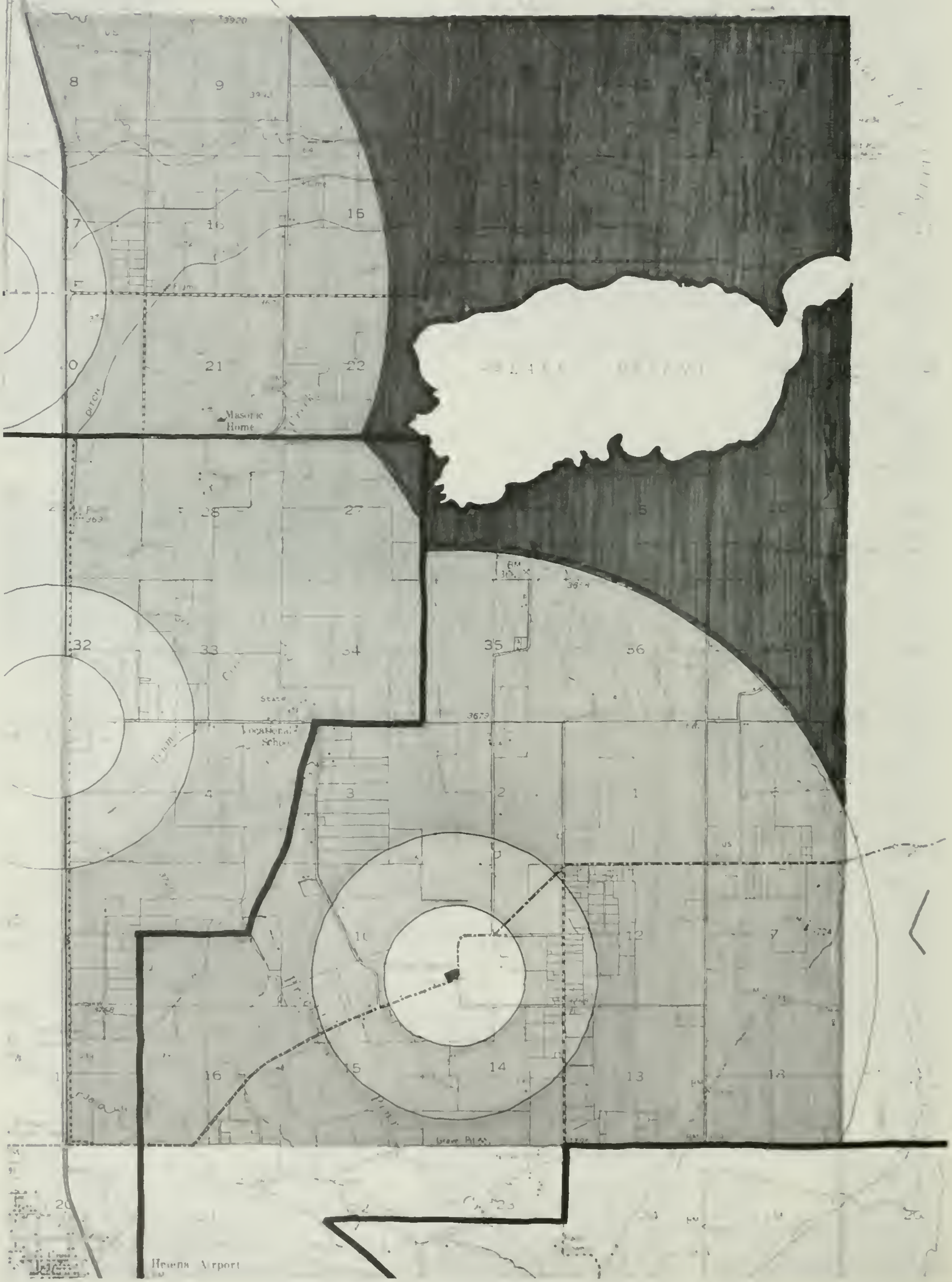
telephone service

Cost of providing telephone service as well as the pattern of the present distribution system can influence the suitability and pattern of development. The telephone has become an important communication tool in our life style and is often necessary in the safety of the community.

□	Areas where the first 1/10 mile can be installed with no extra installation charge.
▨	Areas 1/10 to 1/2 mile from existing telephone lines.
▩	Areas over 1/2 mile from existing lines.

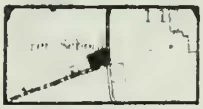
The lines indicate increases in monthly rates radiating out from Helena, the Valley and East Helena.

SCHOOLS

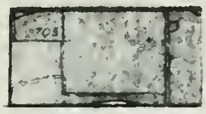

8
9
16
15
17
21
22
Masonic Home
28
27
35
32
33
34
36
State Vocational School
3
2
1
10
12
7
16
15
14
13
18
Helena Airport

schools

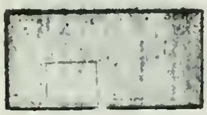
The expansion of existing schools and construction of new schools is a public expense that can be brought about by urban development. Also increased school populations causes problems with pedestrian traffic and school bus service. Development should occur near existing facilities to minimize the adverse impacts that can increase public costs.



Area within 1/2 mile of the elementary school. This is a minimal distance for students to walk to an elementary school.



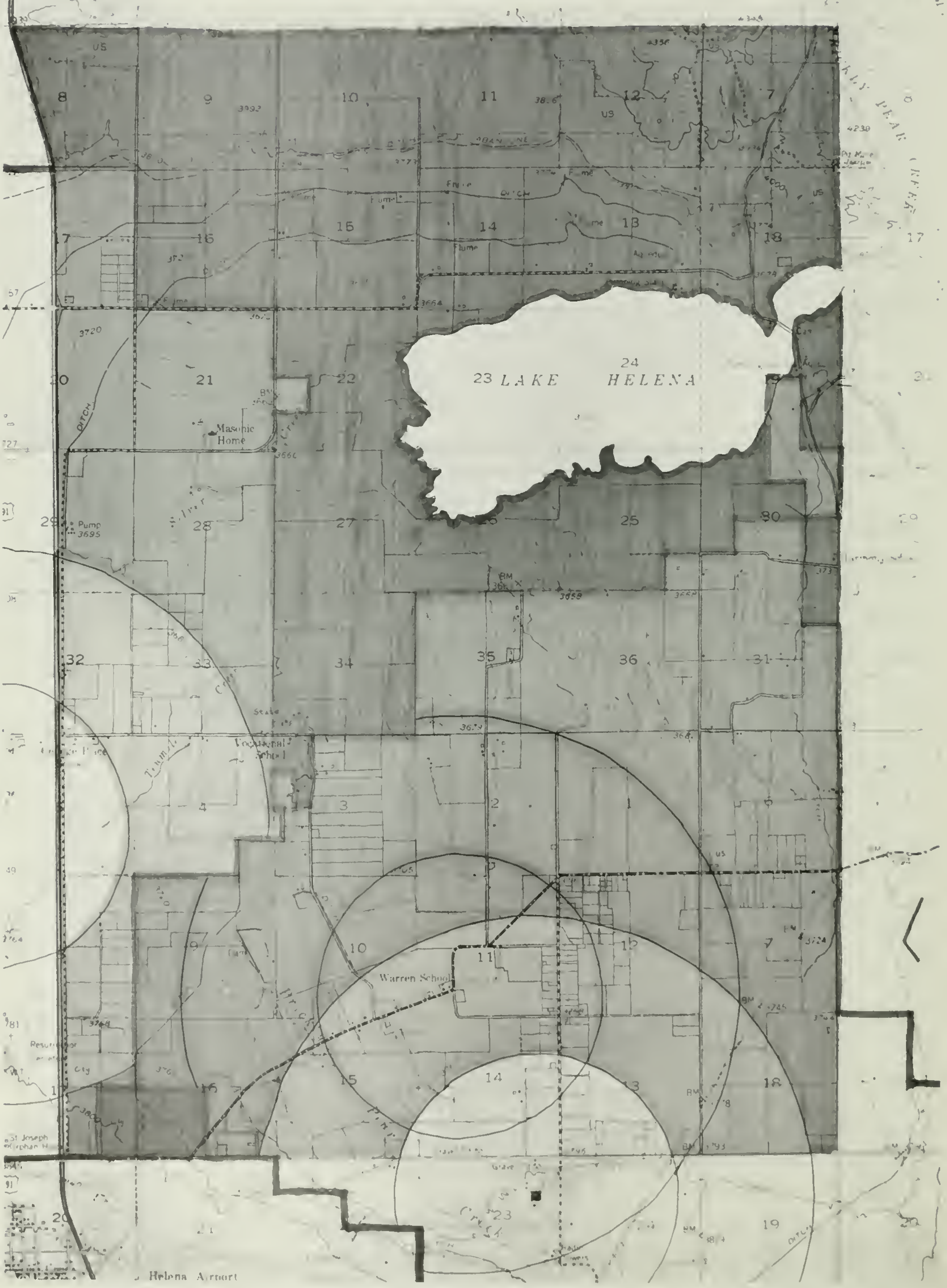
Areas within one mile of the school, which is the recommended maximum walking distance to elementary schools.



The area from one to three miles from the school which is not served by school bus.

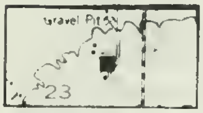
■ Area greater than three miles and served by school buses.

FIRE PROTECTION



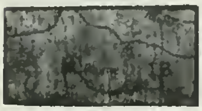
fire protection

The necessity and expense of fire protection is increased by expanded urban development. The cost of fire protection facilities is supported by public tax revenue. When efficient forms of urban or suburban development are constructed close to existing facilities and developed to allow ease of service for fire protection, the public expenditures for facilities are maximized.



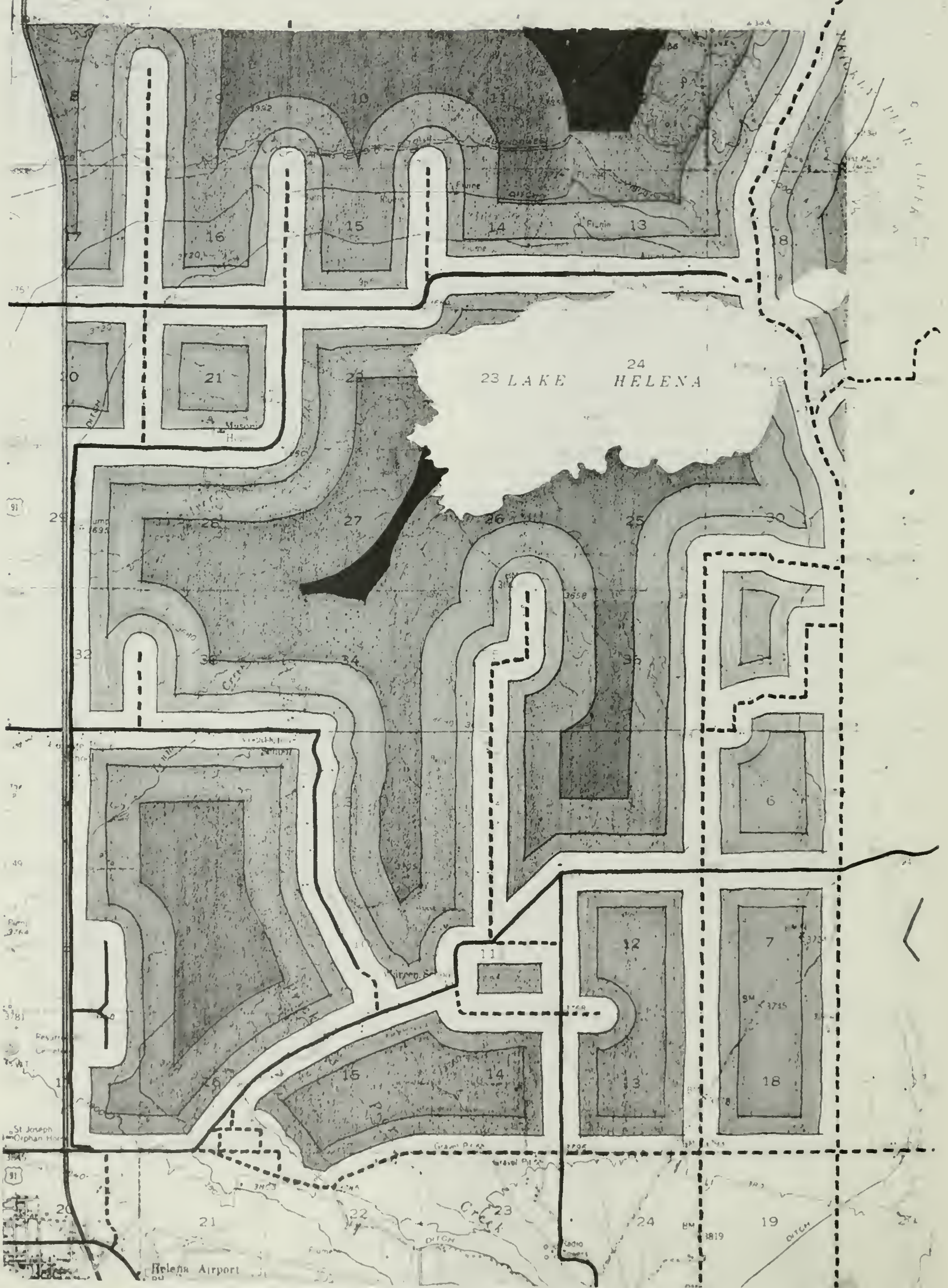
Area within one mile of the fire station.

Area one to two miles from the fire station, which is the recommended maximum run distance for a pumper unit to serve a residential area.



Outside existing fire districts.

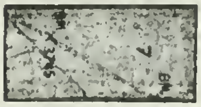
STREETS & ROADS



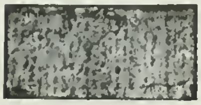
streets and roads

The maintenance and improvement of streets, roads, and drainage structures are costs that are borne by the whole tax paying public rather than just those creating the need and benefiting by the public action. Also the cost of initial construction is conveyed to the public either through the price of land or Rural Improvement Districts (R.I.D.). Development occurring along existing paved roads in good condition minimize the public costs of maintenance and improvement.

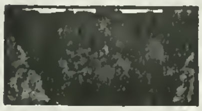
Area served by minor streets which would carry minimal local traffic.



These areas would require major local streets with internal traffic movements and heavier traffic volumes.

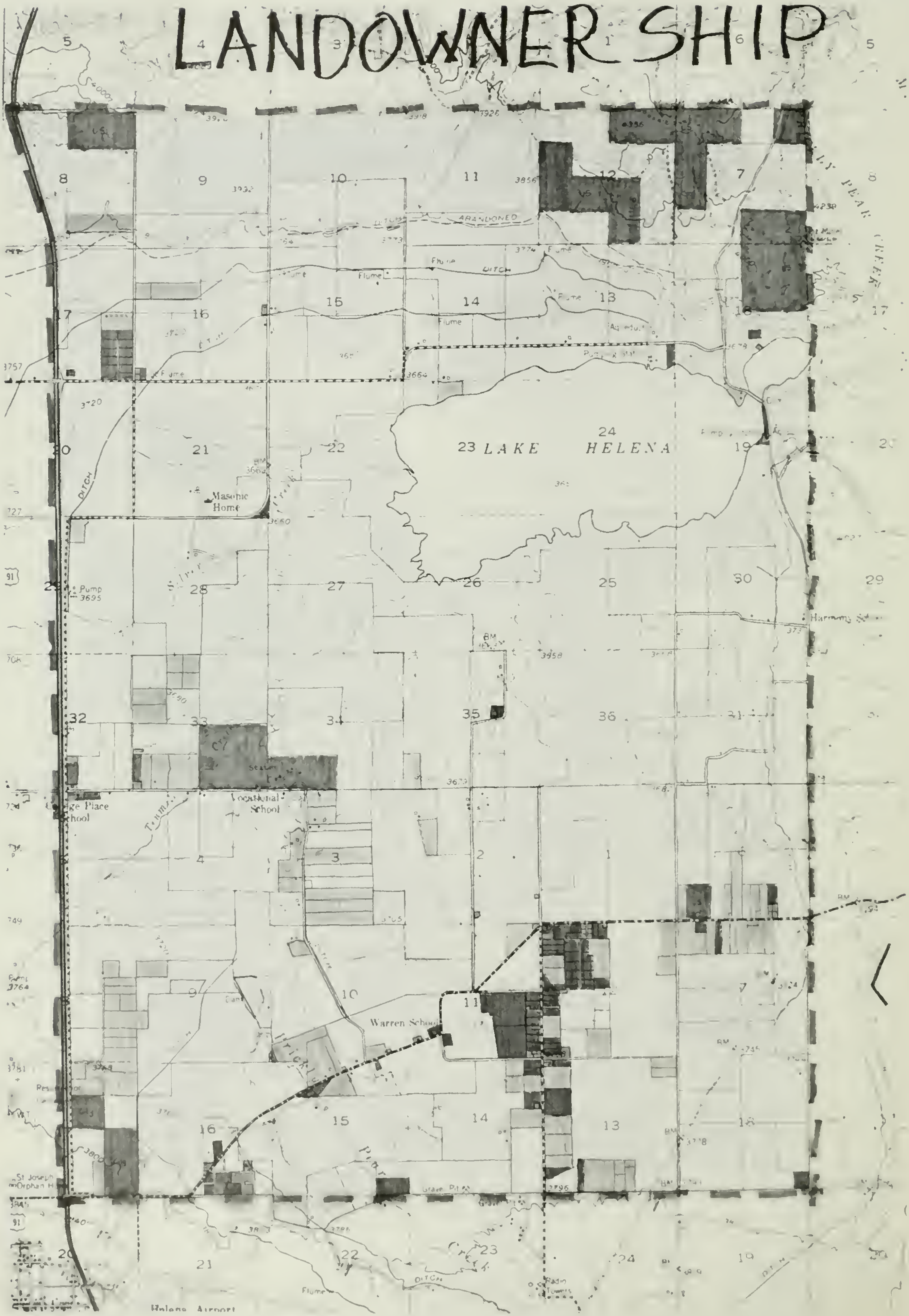


Areas that would necessitate development of collector type streets requiring wider streets with traffic controls to handle the heavier traffic.



Areas over one mile from existing roads would need streets of an arterial classification which would require more traffic controls to handle the heavier traffic.

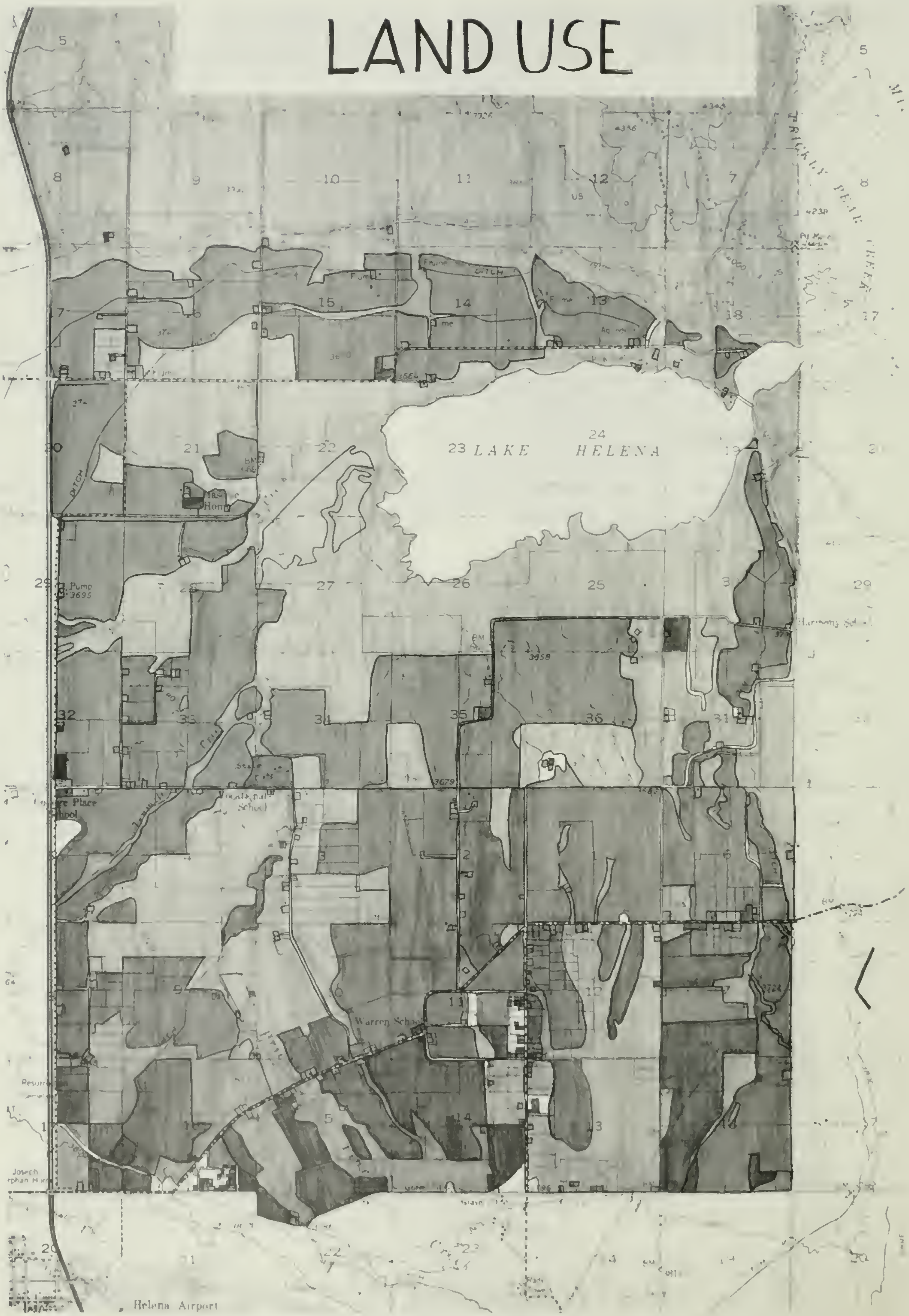
LANDOWNERSHIP



land ownership

Land ownership patterns show the status of land break up•and development within the Planning Area. Without knowing the ownership pattern a determination can be made by comparing with other resources, natural and cultural, to find the feasibility of reinforcing or limiting different types of activities.

LAND USE


LAKE HELENA
23
24
PRICKLY PEAR CREEK
DITCH
Pump
3695
Warren School
College Place School
Harmony School
Helena Airport
Resurrection
Joseph Orphan Home
National School
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3679
3958
3724

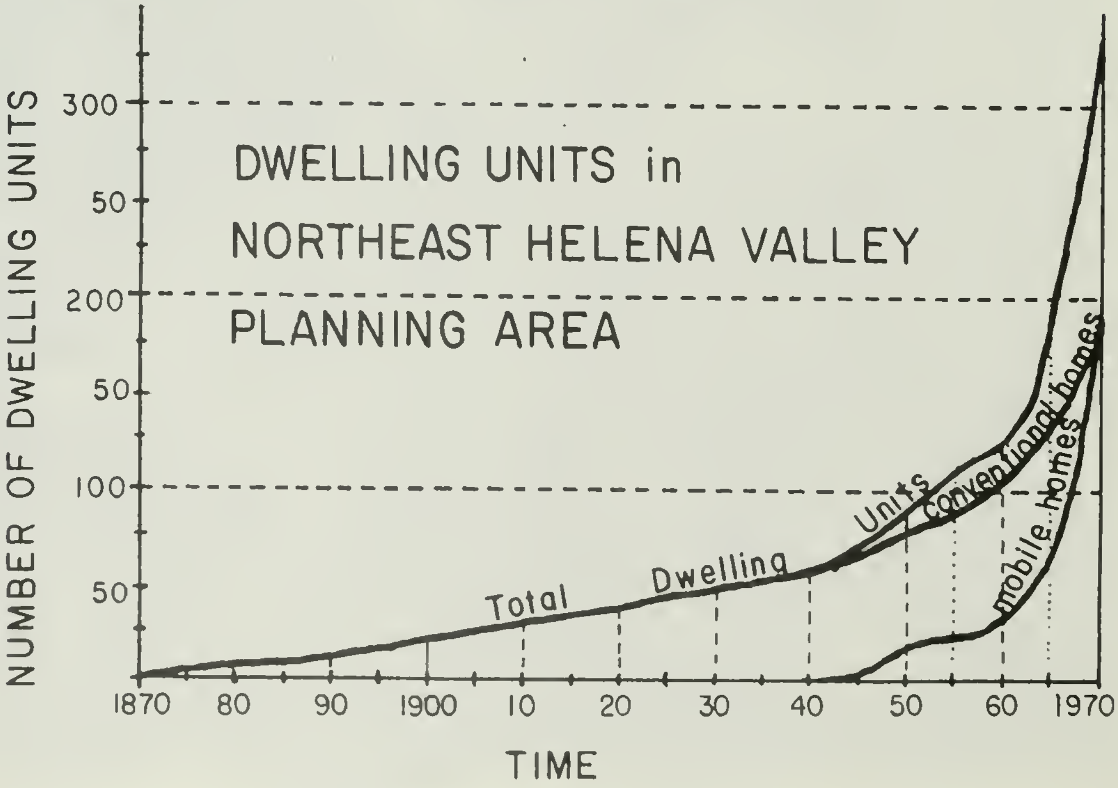
land use

Land use patterns show the activity to which the land is being used. Analyzing the land use pattern can show where conflicts are developing, where problems exist, and provide a base to work for future improvements.

Analysis Area #3 makes up approximately 1/3 of the land area, and 2/3 of the population of the Northeast Helena Valley Planning Area. The Planning Area is growing at a much greater rate than indicated in the Revised Comprehensive Plan for the Helena Jurisdictional Area. There are several factors influencing the rate of growth of the Planning Area.

The Planning Area has experienced very rapid growth since the end of the 1940's. Since 1950 the number of living units within the Area has risen from around 50 to more than 300 in 1972. The national trends of movement to suburbia and the increase of mobile homes have lead to this rapid growth. In 1950 there were few, if any, mobile homes in the Planning Area, while presently over 50% of the living units within the Area are mobile homes. The chart titled "Dwelling Units in Northeast Helena Valley Planning Area" indicates the rapid and type of growth in the Area over the past 100 years. Also, with the filling up of the City of Helena, more and more development is occurring outside the city limits. Amenities, access to the City, and lower taxes, make the Planning Area attractive for development.

All these factors, plus the current rate of growth, indicate that the Planning Area population could possibly triple by 1985 with an increasingly greater percentage of the development involving mobile homes either on single lots or in mobile home parks.



In 1972, approximately 1/3 of the dwelling units in the Planning Area were of a suburban density of under 2½ acres per dwelling unit. Of this, about 1/4 of the units were conventionally built homes with the remainder mobile homes. More than 1/2 of the mobile homes were in mobile home courts rather than single lot ownership.

Most of the growth in the Planning Area is occurring in the suburban densities. Considering the possible tripling of population in the Planning Area by 1985, and that most of the expected growth will occur in the suburban density rather than in rural densities, it can be expected to have from 100 to 1000 acres of land converted to residential useage. The spread in acreage figures represents the differences in lot sizes running from the minimum of 10,000 square feet up to 2½ acres. Presently there are about 100 mobile home spaces available in the Planning Area with an additional 250 planned. There are also several single lots available for residential useage. With this availability of sites, the actual figures of needed area for new development may be less than the estimated.

While population projections are related to continuation of present trend, the actual growth of an area can be greatly influenced by policies toward development. The influence on public facilities and the desired quality of life should have the greatest effect on extent and type of future development.

comprehensive plan

The formulation of the Comprehensive Plan and Map for the Northeast Helena Valley Planning Area is based on the analysis of biological, physiographical, and hydrological capacities, existing land use, population forecasts, availability of public services, citizen input, and the planning goal statements and standards. While the plan cannot eliminate previously existing problems, it can set the ground work to minimize the conflicts already present and provide a framework to stimulate well-planned development and a healthy environment for a more viable and livable community.

The Comprehensive Plan for the Northeast Helena Valley Area recommends stabilization of the tremendous growth rate experienced in the past and encouragement of full development in suitable areas presently developing. Under this plan the area's population would still double; however, the new population would be encouraged in areas more suitable for development and minimize the adverse community impact that has been experienced in the unplanned past.

The general breakdown of the different types of residential development shows most of the growth occurring in the rural residential and low density categories. The general agriculture category shows only the present number of dwellings rather than a projection of the number possible if the land indicated as general agriculture were developed to the maximum density of one dwelling per 40 acres.

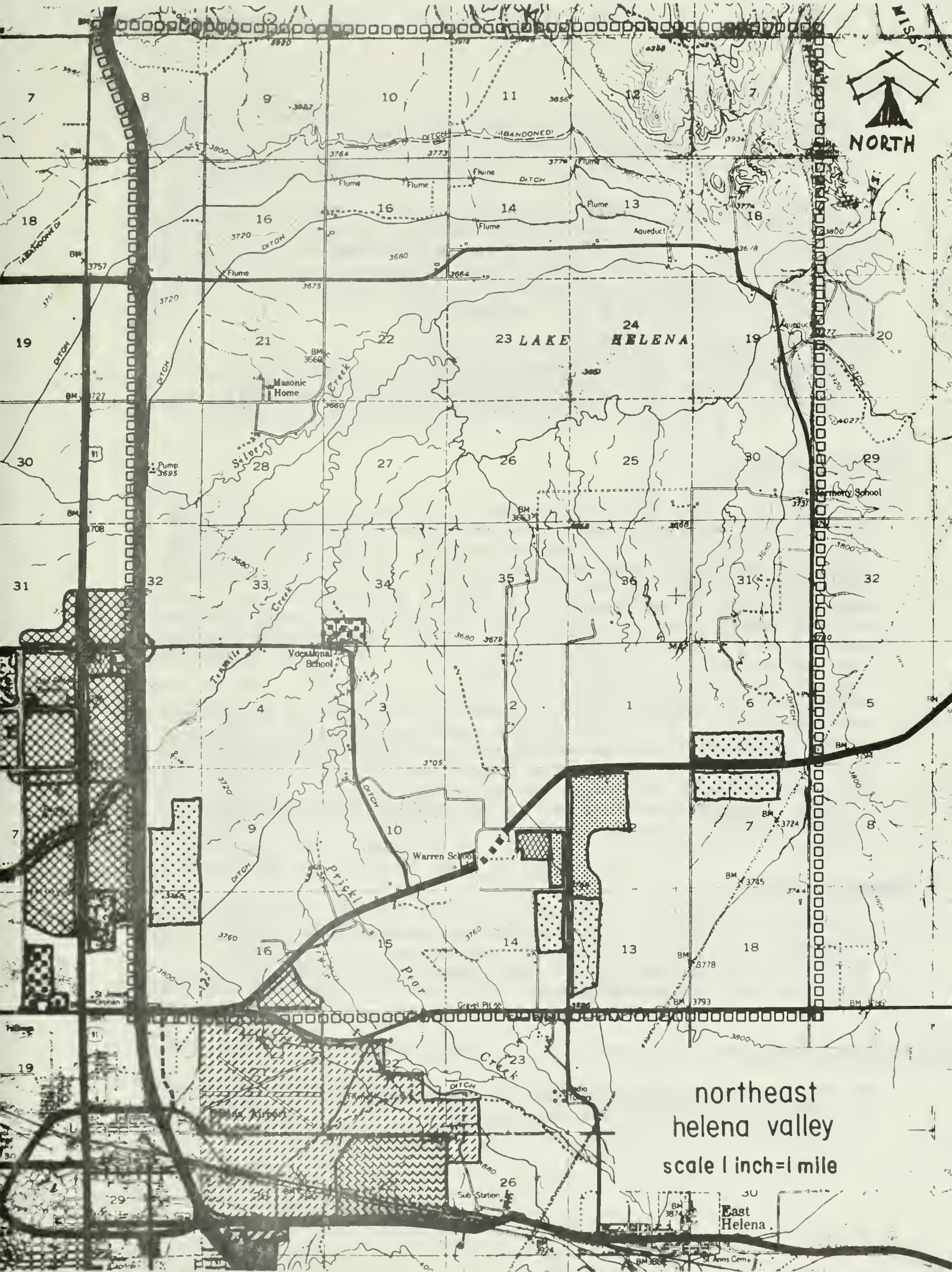
General Agriculture	75 dwelling units
Light Agriculture	72 dwelling units
Rural Residential	100 dwelling units
Low Density	320 dwelling units
Medium Density	200 dwelling units
	767 dwelling units

□	░	▒	▩	▦
General Agriculture	Light Agriculture	Rural Residential	Low Density Residential	Medium Density Residential
1 dwelling/ 40 acres	1 dwelling/ 10 acres	1 dwelling/ 2½ acres	4 dwellings/ acre	8 dwellings/ acre

▦	Public Schools
▩	Parks & Recreation
▨	Commerical
▨	Light Industry
▤	Heavy Industry

STREET SYSTEM

Existing		Proposed
▬	Freeway	
━	Arterial	■ ■ ■ ■
─	Collector	— — —
	Interchange	○



northeast
helena valley
scale 1 inch=1 mile

Agricultural Proposals

General Agricultural - 1 dwelling unit per 40 acres or more - Most of the Planning Area is designated general agriculture for the protection of the agricultural economic base and agricultural environment of the area.

Light Agricultural - 1 dwelling unit per 10 acres - The areas presently developing as ranchettes are designed for light agriculture if they are biophysically and economically sound communities. These areas along York Road, Wylie Drive, and the frontage road are provided for light agricultural and recreational residential uses as they are best suited for such pursuits and provide for a rural atmosphere.

Rural Residential - 1 dwelling unit per 2½ acres - To provide for low density residential uses in a rural atmosphere, the areas along Wylie Drive and York Road have been designated rural residential. This area is close to public facilities and has little or no biophysical problems.

Residential Proposals

Low Density - 4 dwelling units per acre - This designation provides for suburban residential development in areas where the biophysical environment and the community facilities and services can support higher human population densities. Only the area presently subdivided at the intersection of York Road and Canyon Ferry Road is designated for full development at low density residential. Other areas, while presently developed at a low density, are not suitable for further encouragement of development because of deficiencies in either location, biophysical characteristics, or availability of public services.

Medium Density - 8 dwelling units per acre - More urbanized residential development occurs in this designation where the biophysical environment and the community facilities and services can support higher human population densities. The present mobile home park at Leisure Village is the only area designated for medium density residential becuase it is served by centralized water and sewer facilities, adjacent to paved roads, and near the school.

Commercial Proposals

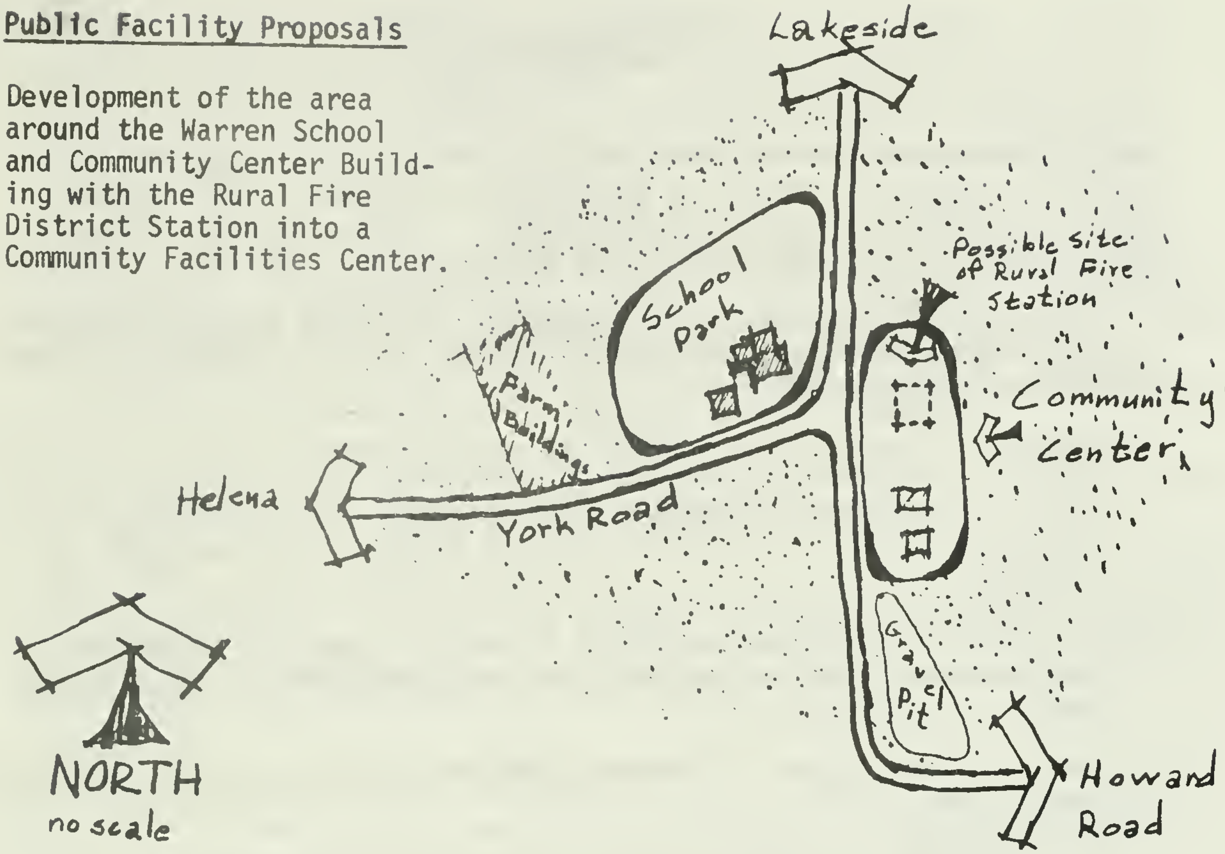
Neighborhood Commercial - Accommodating neighborhood shopping facilities which would provide convenient goods and services and secure their principle trade by supplying the daily needs of the population residing in the surrounding neighborhood.

Industrial Proposals

An area around the airport proposed for general manufacturing and extractive industries and light industrial parks.

Public Facility Proposals

Development of the area around the Warren School and Community Center Building with the Rural Fire District Station into a Community Facilities Center.



Transportation Element

The plan has three main proposals for the transportation network to improve the accessibility to and the circulation within the Planning Area.

· An interchange to Interstate 15 at Sierra Drive as also proposed in the Jurisdictional Area Plan in 1969.

·· A frontage road from Custer Avenue to Cedar Street Interchange to provide better flow of traffic on Canyon Ferry Road and York Road to the City of Helena and Interstate 15. This may also serve the new airport terminal facility proposed north of the airport.

··· A realignment of the York Road to bypass Warren School and to provide safer flow of traffic on York Road.

All these proposals should be contingent on a further analysis of the following conditions:

- Traffic volume on influencing roads.
- Desire routes of the driver.
- Population growth patterns in the valley.
- Safety factors.
- Availability of Federal assistance.
- Engineering factors.
- Impact on the neighborhood.

RECOMMENDED ACTIONS FOR IMPLEMENTATION

To provide for the implementation of the plan after its adoption, the following suggestions should be initiated by the County Commissioners and their respective Boards and Departments. (Note: Several of these recommendations were suggested in the Jurisdictional Area Plan in 1969.)

1. The study and adoption by the County of a standard zoning resolution, with different zone classifications, which would be uniformly applied to the Planning Area.

2. Adoption of subdivision regulations and enforcement of their provisions.

3. Action to adopt and to enforce building codes in the Planning Area as allowed in Section 11-27 of the Revised Codes of Montana, 1947, as amended.

4. Action to initiate the provisions of the newly enacted "Green Belt" Laws to protect the agricultural base and atmosphere of the Planning Area.

5. Further investigation to initiate property tax and land use policy objectives to:

    a. Encourage the rehabilitation of underdeveloped property;

    b. Ensure the timely fill-in of vacant land in areas that are largely built up; and

    c. Prevent the premature development of open space on the outer fringes of suburbia.

6. Development of a capital budget plan for roads, sewer and water, schools, fire protection, and other public services and for the acquisition and disposal of public land.

7. Development of a Parks and Recreation Element of the Comprehensive Plan and formation of a City-County Parks and Recreation Board which would advise the City and County Commissions on park and recreational development.

8. Development of a Sewer and Water Element of the Plan and formation of a regional Sewer and Water Commission which can study and recommend ways to implement the results of the Sewer and Water Element.

9. Further study by the City-County Traffic Department to suggest priorities and standards in developing and improving roads of the Planning Area as it would relate to the region.

10. Work with the City in forming an Industrial Park Development Committee to help assist the land owners in the proposed industrial areas to develop a well planned industrial site. This committee could act as a catalyst in the site formation and help the land owners in working with different private and governmental agencies in obtaining financial and planning aid.

11. Institute an educational program designed to inform prospective developers and residents of regulations and factors affecting developments with the Planning Areas. This should include the responsibilities in regard to the use and payment of water within the Helena Valley Irrigation District, existing and proposed covenants, and any existing and proposed ordinances, i.e. subdivision, zoning, animal control, garbage collection.

12. Investigation of a program of using conservation easements to protect the rural atmosphere and amenities of the Planning Area.

13. Requirement of environmental impact evaluations of all proposed development that would significantly affect the human environment. Evaluation should include the physical, social, and economic aspects of the total environment. This evaluation could be used to insure that development occurs as a benefit to the public not as a cost of public moneys.

14. Further study to develop a Community Facilities Plan for the County and to investigate the possibility of locating the East Valley Rural Fire Station near Warren School where it would better serve the Rural Fire District.

G233 #049.8

Comprehensive Plan

AUTHOR

northeast Helena Valley

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